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Hongkong, 15th July, 1907. 1181

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**The Daily Press.**

HONGKONG, JULY 31st, 1907.

As is Japan in Korea, so is China in Tibet.  
With some slight modifications, this assertion  
is warrentable. The chief qualification  
of it would be that China has done less than  
Japan in the interests of her suzerainty—

China has, so to speak, had greatness thrust  
upon her, while Japan has deserved it. The  
relations in both cases are far from dissimilar.

The Tibetans have no more affection for  
the Chinese than the Koreans have for the  
Japanese; but they have no Huberts  
among them to warn the world of the  
threatened extinction of a sovereign people

and to protest in the holy name of Liberty.  
Little as China has ever done to earn the  
overlordship she claims, which claims, from  
our point of view, were too respectfully  
regarded by Great Britain during the events  
leading up to the Convention of 1904, we  
are informed that there is a section of  
Chinese officialdom which regards Tibet as

a white elephant. Probably because they  
get nothing out of such a far away depen-  
dency, they begrudge the comparatively  
small allocations made from time to time by  
the Chinese Government, and their idea—

openly memorialized—is to sell China's  
interest in Tibet to the Indian Government.  
At present this un-imperial attitude cannot  
be said to have made any headway. The  
Chinese garrison in Tibet, as already re-  
ported, is being strengthened. Arrange-  
ments are being made to give military  
training to young Tibetans—another night-  
mare for the yellow peril folk; and three  
million taels per annum are set aside for  
the purpose of "colonising" Tibet with

Chinese farmers. These settlers are to be  
conveyed at Government expense, and a  
few have already gone, and it is  
understood that while they are undergoing  
the hardships of establishing themselves  
in new surroundings, they are to be  
assisted by subsidies from the fund referred  
to. It is quite possible that this unusual  
interest and apparent earnestness of effort  
was connected with Peking's wish to send  
Viceroy Shum to the border provinces.  
Next year it is expected that the indemnity  
to Great Britain will have been discharged,  
and the British occupation have come to an  
end, and Peking has perhaps been con-  
sidering subsequent responsibilities and  
possibilities. At present its efforts have  
not been welcomed any more cheerfully  
than have Japanese efforts in Korea. In  
fact, the comparison gives the Japanese  
some advantage. Japanese colonists have  
been fair; their enthusiasm has occasionally  
proved embarrassing to the Tokyo authori-  
ties. Chinese colonists see things differ-  
ently. Removal to such outlandish  
scenes, even when their present environ-  
ment is an unprofitable one, has no  
attraction for them. They receive the  
official proposals with more than suspicion.  
The grants of money promised would stick,  
they fear, to the hands of the distributing  
officials; and they ought to know what is  
likely. Meanwhile, the Russian bogie  
having dwindled to less threatening pro-  
portions, the Indian Government cares less  
about Tibet. The amount of British trade  
does not seem worth troubling about. The  
British trade representative has a fairly  
easy time at Gyantse. SEVEN HEDIN and  
others have talked of the immense mineral  
possibilities of Tibet, but if the Chinese  
can move paramount, it will be a long time  
before we hear of any serious exploitation.  
When the Chinese have repeated their  
former failures in that part of Asia, they  
almost certainly will, there may be some  
awakening of interest in India and Great  
Britain, and the proposals of the section of  
Chinese officials who would prefer, for a  
consideration, a policy of *laissez aller*, may  
become more important to us.

The plague total at date is 201 cases; there  
was one yesterday.

The English Mail of the 29th June was  
delivered in London on the 29th instant.

M. Wallenberg, Swedish Minister in Tokyo  
has been appointed also Minister in Peking.

The steamer *Homer*, from the Pribyloff  
Islands, reports the capture of twenty-nine  
Japanese seal-poachers at St. Paul Island, in  
the Pribyloff group, by the United States  
revenue cutter *Perry*.

The delegates of a South American Republic  
attending the Hague Peace Congress are  
humorously reported to have advised their  
Government to withdraw from the Conference  
and build a battleship instead, as costing less  
than the hotel charges at The Hague.

Discovered at the old practice of stealing lead,  
two coolies were yesterday sentenced by Mr.  
Hazelard to three weeks' hard labour and six  
months' stocks. They had stripped the lead from  
Messrs. Jardine Matheson's sugar refinery at  
East Point.

Two coolies, who attempted to obtain a free  
passage from Canton to Hongkong on board the  
*Fatshan*, were discovered hidden among the  
vegetables, and on being brought before Mr.  
Hazelard at the Magistracy yesterday were  
sentenced to one month's imprisonment.

Yesterday Mr. H. H. J. Gompertz, sitting at  
the Magistracy, passed a sentence of three  
months' hard labour and six months' stocks on a  
Chinese for stealing a gold watch and chain  
valued \$120 from Edward Kennedy, a passenger  
on board the *Fookang*. Prisoner had entered  
complainant's cabin while he was asleep.

The Records of the Fifth Triennial meeting  
of the Educational Association of China, which  
was held at Shanghai in May 1905, now make  
their belated appearance. The publication is  
full of interest to those in sympathy with mis-  
sionary work, and some of the addresses and  
papers given at the Convention are well worth  
perusal. Along with the above volume comes  
the Educational Directory for China a publica-  
tion which represents an effort to bring the  
information concerning educational work in  
China up to date. It has been compiled and  
edited by Nathaniel Gist Gee, M.A., Scotch  
University.

Colonel Marso, proposing the toast of the  
French President at the banquet given by  
Boulogne to the band of the Coldstream  
Guards, said:—"Confucius, the author of the  
'Maxims of War,' which even to this day form  
part of the regulations of the Chinese army,  
puts his first maxim in these terms: 'You  
should diffuse in the camp of your enemy the  
most beautiful musical sounds in order to  
soften his heart.' This is a very pleasant  
way of winning a battle, and it may be hoped  
that the sweet accents of the bands of the  
Garde Républicaine and the Coldstream Guards  
playing together will have the effect of  
softening the hearts of their enemies. Perhaps  
the mayor will submit this pacific solution of  
so many European difficulties to the Hague  
Conference."

A referendum on the Bill for the separation  
of Church and State in Switzerland, has resulted  
in the endorsement of the measure by 7,656 votes  
to 9,822.

In Yauwatt Bay on Monday night the steam  
launch *Tung Shun* ran into a junk laden with  
coal which was being towed to the steamer  
*Marcelle*, cutting the Chinese craft in half.  
Her cargo was emptied into the harbour.

Two German seamen from the steamer *Wick*  
got into trouble on Monday. Like many an-  
other sailor on shore, they imbibed too freely,  
with the result that they became disorderly.  
They had ridden in rickshaws for a considerable  
time and when they were landed at Paddar's  
Wharf at midnight and the coolies demanded  
their fares, and possibly more than their fares,  
both men became very wrath. One chased the  
coolies some little way but eventually collapsed.  
The police arrived on the scene and took both men  
into custody. The first man was so ill that the  
stomach pump had to be used. He was not able  
to leave hospital yesterday and the case against  
him was adjourned, but the other man was  
ordered by the Magistrate, Mr. F. A. Hazelard,  
to pay a fine of \$5, to pay \$1 compensation to the  
ricksha coolie and to pay 3 cents ricksha fare.

Matters are going from bad to worse in  
connection with the East-Siberian Railway.  
This is due mainly to the lack of money; the chief  
officials receive their salaries very irregularly;  
thus they are driven to commit various kinds of  
embezzlement in order to get their wages. At  
present the unpaid accounts owing to firms  
which have supplied the railway with material  
amount to \$270,000. While the smaller firms  
are suffering greatly through not being able to  
get their money, the larger firms, when they are  
paid, are paid much larger sums than are owing  
to them. This is done to keep the larger firms  
from complaining at headquarters; the railway  
officials know that the complaints of the smaller  
firms will not be heeded. To make matters  
worse, the Sungari river teems with junks, so  
that the railway cannot compete with them in  
carrying freight.

Actual facts upset many a scientific theory.  
Theoretically nine-tenths of the rural population  
ought not to attain maturity; as a fact, they are  
the longest-lived community in the Empire.  
We ought to vary our diet, and, if not  
sworn vegetarians, take so much meat to so  
much of vegetables and the rest. But the  
countryman does not take meat—or hardly ever.  
He cannot afford it. His wages are higher than  
his father's were, but then meat is propor-  
tionately costlier than was formerly the case.  
He is for the most part a vegetable feeder. He  
should frequently bathe, but he does not bathe  
at all. "How is it then that these men live so  
long and so rarely experience illness?" one of  
the kind was asked the other day. "Well, you see,  
sir," was the answer, "we don't need no bathe.  
In the summer we sweat so at our work that  
that serves for all the year round!" Rural  
England does not bathe. Colliery England and  
chimney-sweeping England do.

The question of adopting short time in the  
cotton-weaving trade was considered on June 28,  
by a committee of the North-East Lancashire  
cotton-spinners and the Manchester Association.  
It was decided that in view of the unsatisfactory  
state of the trade, all members be strongly ad-  
vised to stop their mills for a full fortnight before  
the end of October, in addition to the usual  
holidays. It is estimated that this step will  
affect 150,000 operatives in the manufacturing  
departments, and the decision will cause disun-  
ity in many households throughout the affected  
area. It has been arrived at in consequence of  
the high price, scarcity, and general bad quality  
of yarn, manufacturers contending that they are  
unable to make cloth and sell it at a price which  
will even secure the return of their own  
money. The situation has become very acute  
during the last few weeks, but it is hoped that  
the course agreed upon will relieve the tension  
by easing the now overstocked markets. Should  
it not have this effect, it is likely that there  
will be other stoppages and for a longer period.  
No one pretends to foresee the end of the crisis.

General French, accompanied by two distin-  
guished French officers, on June 28th rode out  
before dawn to the Fox Hills to witness a  
specimen of Japanese war tactics in the raising  
of a triple entrenchment by a mass of infantry.  
It was an attack made by the First Division on  
an entrenched rear guard, formed by the Second  
Division, who during the night had dug  
themselves into the eastern spur of the hills to  
hold off Major-General Grierson's men, and so  
give time for an imaginary column of transport  
to reach the shelter of fortress workmen on the  
north-west. The General massed his three  
brigades of infantry, about 8,000 men, in a solid  
body, and sent them at the angle. By sheer  
weight of numbers they broke through the  
three lines of entrenchments before them, and  
within two hours stood triumphant on the  
battlements, with the defenders in full retreat.  
The attack was an extraordinary affair, and in  
the half-light, when rifle fire was uncertain, was  
just the tactics to be successful against an  
entrenched position to be carried at all costs.  
The mass of infantry did not have a frontage  
of more than 300 yards, and the men, mixed up  
into officers and non-commissioned officers,  
rushed up the hill-side with wild yells, battalion  
after battalion, until they mingled in one  
confused excited mob against which there was  
no standing.

A rustic was struck in the eye, accidentally,  
by a golf ball, during a match at St. Andrews.  
Running up to his assailant he yelled, the  
"Tidder" says, "This'll cost ye five pounds—  
five pounds!" "But I called out 'fore' as  
loudly as I could," explained the golfer. "Did  
ye, sir?" replied the troubled one, much  
appressed. "Weel, I didna hear; I'll tak'  
fower."

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## NAVAL GUNNERY.

LONDON, July 30th.

The China Squadron has won the  
Gunlayers' test.

MERCANTILE MARINE  
APPEAL CASE.

LONDON, July 30th.

The House of Lords has given  
judgment in favour of the seamen of  
the s.s. *Franklyn*.

## A NOTABLE MEETING.

LONDON, July 30th.

The Tsar and the Kaiser meet at  
Swinemunde on Saturday.

[REUTER'S SERVICE.]

## DESTROYER IN COLLISION.

LONDON, July 28th.

The Destroyer *Waney* has been rather  
badly damaged in a collision off Beachy  
Head during night manoeuvres in connection  
with the mobilization of the Home Fleet.

## BRITISH ARMY REFORM.

LONDON, July 28th.

A Committee of enquiry, including many  
Labour Members of Parliament, will go to  
Switzerland in September to study the  
working of the military system in relation  
to employment and industrial conditions.

## THE CHINESE IN THE TRANSVAAL.

LONDON, July 28th.

The Chinese coolies in a number of the  
Rand mines have petitioned against being  
repatriated, pointing out that their con-  
tracts entitle them to a renewal of their  
engagements.

THE PEKING TO PARIS MOTOR  
RACE.

LONDON, July 28th.

Prince Borghese took 47 days to accom-  
plish his journey from Peking to Moscow.  
The Italian colony in Moscow are feting the  
Prince.

## MILITARY BALLOON ACCIDENT.

LONDON, July 28th.

A Spanish balloon, with military en-  
gineers was blown out to sea yesterday, and  
disappeared. The survivors were sub-  
sequently picked up near the Balearic  
Islands. This is the fourth accident of the  
kind in Europe in the last few weeks.

## COUNTY CRICKET.

LONDON, July 28th.

Up to date the County Championship  
stands:—Nottingham winnings 10, lost 0,  
drawn 3. Middlesex, winnings 4, lost 1,  
drawn 5. Yorkshire, winnings 7, lost 2,  
drawn 7.

THE JAPANESE CRUISERS IN  
FRANCE.

LONDON, July 28th.

Admiral Ijūin and his fellow officers have  
left Paris for Brest, after several days ex-  
change of courtesies.

THE SOAP MAKERS AND THE  
ASSOCIATED PRESS.

LONDON, July 28th.

Messrs. Watson & Sons, Soapmakers of  
Leeds, announce that their libel action  
against the Associated Newspapers have been  
settled. They receive the heaviest  
damages, and a member of the firm in-  
formed the *Daily Chronicle* that they  
exceed those of Messrs. Lever & Bros by  
£50,000. The Associated papers also  
publish apologies.

## CONEY ISLAND BURNED.

LONDON, July 28th.

One third of Coney Island, New York's  
famous play ground, has been entirely  
burned. The occupants of twenty hotels  
escaped in their night clothes. Twenty-  
seven firemen were injured.

## THE GERMAN EMPEROR.

A VISIT TO WINDSOR.

It may now be considered as certain as any-  
thing in the region of international politics can  
be that the German Emperor will pay a visit to  
England in the course of the coming autumn.  
The report that his Majesty received an invita-  
tion from King Edward some days ago was  
perfectly correct. It is also the case that the  
British Sovereign's letter to his Imperial  
nephew was couched in terms of marked cor-  
diality. The statement that the Emperor was  
asked to participate in the events of Cowes  
week was, however, beside the mark, as the  
invitation was a sojourn at Windsor Castle, and  
he month mentioned was November.

## CORRESPONDENCE.

## SUBSIDIARY COINS.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR,—Is it not a fact that subsidiary coins  
have superseded the Dollar in all transactions  
and are nowadays not what they were intended  
to be when issued, change only? Is it not a fact  
that the retail prices of many commodities are  
not fixed on a dollar basis but according to the  
market value of the small silver coins? It could  
hardly be otherwise. I think every shopkeeper  
should allow his customers a discount on their  
purchases, say, 8 to 9 per cent, if they pay in  
Dollars and not in small silver. This would  
prevent the consumer from changing his dollars  
into small silver, and would give the shopkeeper  
an extra profit now made by the Bank when  
buying back the subsidiary coins. It should  
also tend to drive many of the latter out of  
circulation.—Yours truly,

A CONSUMER.

THE UNITED ASBESTOS ORIENTAL  
AGENCY, LTD.

The report for presentation to the share-  
holders at the eleventh ordinary annual meeting  
to be held at the Offices of Messrs. Dodwell &  
Co., Ltd., Queen's Buildings, on Thursday,  
August 8th, is as follows:

The General Managers have now the pleasure  
to lay before the Shareholders the accompanying  
Statement of Accounts for the year ended 31st  
May, 1907.

## ACCOUNTS.

The Balance at the Credit of Profit and Loss Account, after writing off \$3,100.14 for depreciation and including \$752.11 brought forward from last year, is \$23,350.41 which it is proposed to appropriate as follows:	
To place in reserve fund.....	\$10,000.00
To pay a dividend of 10 per cent.....	5,810.00
To General Managers' remuneration.....	2,000.00
To pay a further dividend of 5 per cent on ordinary shares.....	1,930.00
To pay \$19.80 per share on 100 founders' shares.....	1,980.00
To carry forward to new account.....	1,380.41
	\$23,660.41

## AUDITOR.

The accounts now presented have been  
audited by Mr. F. Metland in the absence of  
Mr. W. H. Potts. Mr. W. H. Potts offers  
himself for re-election.

DODWELL & CO., LTD.,  
General Managers.

Hongkong, 29th July, 1907.

BALANCE SHEET 31st May, 1907.

Assets.	\$	cts.
To capital 9,000 ordinary shares of \$10, of which \$1 per share paid.....	90,000.00	
100 founders' shares of \$10 fully paid.....	1,000.00	
	91,000.00	
To reserve fund.....	23,000.00	
To sundry creditors.....	31,000.71	
To unclaimed dividends.....	1,330.00	
To profit and loss account balance.....	23,260.41	
	\$122,590.02	

Liabilities. \$ | cts. |

By balances.....	14,214.08	
Less written off.....	2,833.35	
	11,380.73	
By furniture and fittings.....	1,801.25	
Less written off.....	206.79	
	1,594.46	
By value of material on hand in Hongkong, Singapore, and Shanghai.....	7,623.42	
By unexpired portion of Insurance Policies.....	648.03	
By cash with bankers.....	3,266.35	
By cash in hand.....	1,156.19	
By cash in bank.....	22.85	
	\$122,590.02	

By balance from last account..... 732.11 |  |

 By transfer fees..... | 1.00 |  | By interest..... | 120.34 |  | By profit on trading..... | 25,972.18 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |  | \$26,555.05 |  |



a prolonged examination of the cases would have been necessary in order to see whether the defendant's argument took his case out of the authorities. But the question is really narrowed to this: are there any facts in this case which take it out of the application of the Privy Council's decision in "Lodder v. Slowe"?

I must first however refer to "Ranger v. Great Western Railway" where the claim of the plaintiff was put forward as a payer in a bill in equity. There had been an alleged wrongful payment of the contractor as in this case and he sought "to pass by the contract altogether, and in respect of the tortious possession to disaffirm or set aside the contract and to obtain the benefit of a quantum meruit, as if there had been no contract." Lord Bragg said: "This is what we cannot do and what the Court of Chancery could not do: the appellant must be left on that ground to his action at law." The Lord Chancellor's judgment however seems to go much further for he defines what the appellants legal rights were in the same way as the learned Counsel for the defendants in this case. It is worthy of remark that neither "Cutter v. Powell" nor any of the cases then decided upon the strength of the doctrine now in question were cited in the argument in the House of Lords, in Ranger's case.

The court of Appeal in New Zealand, from whose decision the appeal came in "Lodder v. Slowe," thought that all that had been decided in Ranger's case was that the appellant had no claim to equitable relief. The agreement of the Privy Council with the conclusion of the Court of Appeal must include this or more would have been said about it for it was practically passed by the decision of the House of Lords; and further they adopted the principles deduced from "Cutter v. Powell" in Smith's Leading Cases, and I think the Privy Council agreed with this too for the conclusion with which the Privy Council agreed begins with "accordingly."

I must take it therefore that the doctrine for which the plaintiff contends, based on the notes to "Cutter v. Powell," has received the approval of the Privy Council, and the only thing which remains for me to do is to see whether there are any circumstances which differentiate this case from the facts in "Lodder v. Slowe." Mr. Pollock in order to show the difference between that case and this, dwelt on the fact that the jury had found that the principals themselves were responsible for the lack of expedition which was the reason for the plaintiff's wrongful payment; that they had unwarrantably put forward as the ground for turning the plaintiff off, his lack of expedition; and that the case turned not on the actual fact of turning off, but on the case alleged for the turning off. The case requires very careful reading on account of the confusion of the parties: the Borough Council and the appellants collectively, and Ward stand in the place of the defendants and Mr. Danby, the respondent is of course the plaintiff in this case. Lord Davey says at the end of the judgment "a party to a contract for execution of works cannot justify the exercise of a power of re-entry and seizure of the works in progress when the alleged default or delay of the contractor has been brought about by the acts or default of the party himself or his agent ("Robert v. Barry" Improvement Commissioners). That is to say what the party to the contract in that case did was wrongful, and as it amounted to an improper seizure of the works, that is to say to a wrongful termination of the contract; the measure of damages, or (more accurately) the right of the respondent was to treat the contract as at an end, sue for work and labour done, instead of suing for damages for breach of contract."—the doctrine which has been reared on the decision of "Cutter v. Powell."

There has been a finding that the termination of the contract for quite other reasons than in the New Zealand case was wrongful, but the measure of the damages, or (more accurately) the right of the respondent with regard to the contract must be the same, for according to that decision that is the full extent of the remedy for a wrongful termination of the contract. I am therefore of opinion that the letter from plaintiff to defendants of 7th February was in fact written in the exercise of the option which the wrongful act of the defendants by their agents gave him, either to treat the contract as at an end and sue on a quantum meruit, or to sue for damages for breach of the contract, in favour of the first alternative.

I must therefore answer the question in the special case in the following way:—The letter of the plaintiff's solicitor to the defendants of the 7th February 1907 had the effect of rescinding the contract between the plaintiffs and defendants referred to in that letter as from the date of such contract. If the plaintiff does not succeed on the quantum meruit in this special case need not have been argued. The costs of the special case must therefore abide the event and be costs in the cause.

#### IN SUMMARY JURISDICTION.

Before Mr. A. G. WISE (JUDGE).

#### AN ABERDEEN REFORMER.

Action was brought by Cheung Chan, trading as the Kwong Wo firm, grocer, to recover the sum of \$57.78 from the Wing Fat firm and Li Ping-nam and others, partners in the said firm, for goods sold and delivered.

Mr. B. Harding appeared for the plaintiffs, Mr. P. W. Golding (of Messrs. Golding and Barlow) for the first defendant, and Mr. F. X. d'Almeida a Castro for the third.

Plaintiff told the Court he kept a grocery shop at Aberdeen. In the fourth month of this year the defendants were introduced to him by a man who said they had a contract to build a retaining wall and asked him to supply

them with provisions on credit. Plaintiff agreed and gave the defendants pass books, in which were entered the provisions supplied. When the amount owing amounted to \$77.78, plaintiff applied for payment and received \$20 on account. Later he made application for another payment and was informed by his debtors that if he bothered them further they would add a beating to the next payment.

Plaintiff was questioned by the Court regarding a rain entries in his books, and when he had explained his method of book-keeping.

His Lordship remarked that the book he held in his hands in the ordinary Chinese way, and the latter half he kept in the English fashion.

Plaintiff said it was because there were so many customers that he had resorted to the foreign style of keeping his books.

The first defendant, Li Ping-nam, claimed to be the owner of the Wing Fat firm, in which there were no other partners. He had had no dealings with plaintiff.

After hearing further evidence his Lordship allowed judgment and costs against the defendant firm and Li Ping-nam, and judgment for the third and fourth defendants.

#### AN ACTION WITHDRAWN.

Two of the defendants in the previous suit, Li Ki and U Hing, brought action against the former plaintiff claiming \$500 for wrongful arrest.

Inspector Dymond was called and stated that he sent for the plaintiffs in this action, but at no time were they under arrest.

Mr. Almeida, who appeared for them, here intimated that he wished to withdraw, and plaintiffs were called up and asked if they wished to proceed. They did, but on his Lordship informing them that it would mean more costs against them, and immediate execution, they decided to let the matter drop.

#### AN OCEAN TRAGEDY.

When the coals ship *Helios* left Durban she had on board some 1000 Chinese of different clans who had earned more money in the South African mines in a few years than they might have saved in a lifetime in China. To while away the dreary days of the passage home these men turned to their national pastime—gambling, and strange to say the losers did not bear their losses with the equanimity generally associated with the Chinese gambler. The majority of the Chinese on board were northerners, there being only a small number of Cantonese. As it happened, luck in the game of chance went against the men from the north, and they promptly accused the Cantonese of cheating. The accusation, naturally, was resented, the apothecary being a serious faction fight in which three coolies were killed and many injured. The Cantonese began the attack, a northerner being heavily thrown to the deck and seriously injured. Then, to the consternation of the officers of the ship, who were attracted on deck by the noise, a mass of northern men charged the Cantonese, a number on both sides being armed with knives. There was soon a fracas on board such as has not probably been witnessed since the old pirate days, and the desperate Chinese could only be dispersed when they found that the ship's officers, who covered them with revolvers, meant business. The wounded were then cared for by the doctor on board, and the ship arrived here on schedule time, a sharp lookout being kept for the remainder of the voyage to prevent further disturbances. The affair was reported to the Harbour Authorities at Hongkong.

#### ELECTRIC LINE ON FIRE.

##### TERRIFYING STREET SCENE.

A terrifying spectacle demonstrated to New Yorkers on June 22nd the possibilities of destruction inherent in high-power currents for running electric trams. For some cause, not yet explained, the current which drives the New York Central and Hudson River line short-circuited on the viaduct at 125th street, charging the steel beams and columns of the elevated railway over a distance of half a mile with electricity enough to kill anyone coming in contact with them.

The catastrophe started with a deafening report, like that of cannon. Gigantic flames leapt from the cable, darting upward and downward with lightning rapidity in each direction for the length of two streets, displaying in blinding flashes all the colours of the rainbow. A moment later streams of molten copper and iron poured down into the streets; heavy iron pipes, wires, and steel melted into a white-hot fluid, as if made of wax.

For half an hour the demoralized current raged unchecked, bespattering the pavements with liquid metal, and all the while a rapid succession of explosions, resembling the roar of a rattling gun, caused frenzied excitement. Panicked women shrieked and fainted; horses became utterly unmanageable, while the firemen stared helplessly, not daring to use their hoses lest the water should act as a conductor and cause them to be electrocuted. The stream of molten metal in the streets grew in volume, lighting the wide surface with a weird, terrifying glow.

When at length the current was turned off, as by magic the explosions ceased, the flames disappeared, and the glowing metal became dull.

#### WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 30th at 12.05 p.m.—Barometric changes are slight over the Pacific to the East of Japan. It is still low over the Lower Yangtze.

Light to moderate S.E. and S. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood light to moderate; showery.  
S.E. winds.  
Formosa Channel Same as No. 1.  
South coast of China between Same as No. 1.  
Hongkong and Lanchow Same as No. 1.  
South coast of China between Same as No. 1.  
Hongkong and Hainan Same as No. 1.

#### PEACE CONFERENCE.

##### DELLIGENT MERCHANT SHIPPING.

The *Times* special correspondent at the Hague wrote on June 28:

The proceedings of the fourth committee this afternoon were of greater interest than anything which has yet taken place at the Conference. Their main features were an eloquent speech by Mr. Choate, first delegate of the United States, and some very shrewd and sagacious remarks by M. Nelidoff, first Russian delegate and president of the whole Conference.

Choate's speech was on the question of the capture of the merchant shipping of belligerents and in support of the official American proposal to the effect that "private property of all the signatory Powers except contraband of war will be exempt on the sea from capture or seizure by the armed vessels or military forces of the belligerents. Provided always this ordinance in no wise implies the inviolability of ships which attempt to enter the ports blockaded by the naval forces of the Power or the inviolability of the cargoes of these vessels." The Conference of 1899, after a speech from Mr. A. D. White, then first American delegate, in support of a similar motion, expressed the pious wish that the proposal should be handed on for examination by a future Conference.

As president of the committee M. de Martens observed to-day that the last Conference did not find the question "ripe enough for decision."

Mr. Choate, who largely reproduced Mr. White's reasoning and his appeals to humanity at the first Congress, was proceeded by Mr. Ray Barboza, plenipotentiary of Brazil, who as the representative of the most conservative South American State, gave a pan-American support to the United States motion.

Mr. Choate's speech recapitulated the official American attitude from the time of Benjamin Franklin. Dealing with the British attitude, he enumerated the views of eminent Englishmen, but unintentionally seemed to miss the point of John Stuart Mill's statements since Mill only criticized the British attitude to the Declaration of Paris in 1856 on privateering, and argued that the logical consequence was the abolition of capture.

Referring to Lord Palmerston's view, Mr. Choate admitted that he had changed between his favourable answer to the Manchester Chamber of Commerce and his reply to Cobden in the House of Commons. After urging that neutrals had the greatest interest in having naval operations confined to proper limits, Mr. Choate maintained that just as privateering formerly more and more lost its significance in consequence of technical progress, so nowadays it could be said regarding the right of capture that "the game was not worth the candle." Finally, he intimated that Mr. Roosevelt attached such importance to the subject that he desired to elicit a vote of the Conference on the American proposal.

The chairman of the committee, M. de Martens, seemed about to put the proposal to the vote, when M. Nelidoff, first Russian delegate and president of the whole Conference, intervened with a weighty speech. He said that he was touched by the American delegate's humanitarian sentiment, but could not help thinking that there was another side to the subject. The question must be considered in all its bearings, and one of these was that the merchant world's dread of great pecuniary losses was one of the strongest deterrents of war. The fall in stocks caused by war or the prospect of war was the clearest evidence of this. Commerce was more and more becoming an authoritative factor in international relations, and in view of the considerations he had just submitted he thought that the committee ought to reflect before voting on this important subject.

After Count Tornelli had called attention to the Italian attitude, which had always been favourable to the American proposal, it was agreed to postpone further discussion till next Wednesday.

TRANSPORTATION OF MERCHANT VESSELS.

The committee had previously been engaged in a discussion of points one and two of the questionnaire drawn up by M. de Martens, question one being whether "practices" and legislation allowed belligerent States to transform merchant vessels into vessels of war.

A proposal regarding procedure in such transformations was submitted by Mr. Koroku Tsudzuki, first delegate of Japan. The naval delegate of Holland, Admiral Roell, recalled the declaration on the subject made by Holla d fixing the conditions of transformation in the law of the year 1898. Count Tornelli (Italy) also presented a proposal. It was generally agreed that the right of transformation was unquestionable, and no one spoke against the principle. As Sir Edward Fry observed, the only question was the conditions of transformation.

PRIZE COURT PROPOSALS.

The following questions have been submitted to the sub-committee dealing with the British and German proposals for an international prize court of appeal. The questionnaire, as already stated, was drawn up by Sir Edward Fry (Great Britain) and Herr Kriege (Germany), and M. Nelidoff (Russia).

(1) Is it advisable to institute an international prize court of appeal?

(2) Shall the Court only decide cases between the belligerent State which has captured the prize and the State which makes a claim for its subjects who have sustained damage, or can it be seized of the case directly by parties who assert that they have been damaged?

(3) Is the Court to take cognizance of all cases of prize, or only of cases in which the interests of neutral Governments or of neutral private persons are concerned?

(4) When shall the international Prize Court intervene? Shall it be seized of the cases from the date when the national tribunals of first instance shall have given their verdict on the validity of the capture, or must it wait until the final verdict shall have been pronounced in the country of the captor?

(5) Shall the international Court be a permanent institution, or is it only to be constituted on every occasion of the outbreak of war?

(6) Permanent, or temporary, of what elements is it to be composed? Is it to consist only of legal experts (jurists) nominated by the nations who have received the marine code, or shall it include also members of the Hague permanent Court of Arbitration, and be nominated by the belligerents and by some of the neutral Powers? Will it be advisable to exclude Judges of the nationality of the parties interested in any given case in dispute?

(7) What legal principles should be applied by the international Prize Court?

(8) Will it be expedient to regulate the order and mode of taking evidence before the Court?

How to be BEAUTIFUL—Keep your complexion. Mrs. Elliot's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

#### CHINA IN LONDON.

The opium dens have been closed in Shanghai, and a movement is on foot to prohibit the use of the pernicious drug on board steamers frequented by Chinese. It would not be a bad idea, if England—who sends so many devoted men and women as missionaries to China, and is really glad that this cause of the Chinese race is to be stamped out—were to suppress the opium dens in her own land. We have them here in London, near the docks, places with as evil repute as any in China. The terror and hostility with which the appearance of a stranger is hailed suggests that these dens are run in defiance of the law. If that be so, it is passing strange that the police do not take action.

For these are institutions of old standing. Chinese sailors come into the docks and find their wages in a night, then go to a poisonous little room aloft, and, with pipe and opium, smoke away the memory of their losses. A man who knows foreign London as well as most of us know Fleet-street once smuggled the writer into one of these halls. The one visit sufficed for the writer. The other went again and again—to see the life. His visits were dramatically terminated. Received in time without question, he entered a room in a den unannounced. There he found two Americans—a man and his wife. The former had fallen into a deep sleep with his pipe and opium beside him. The woman was barely conscious. Around her were a group of villainous-looking Chinese. They sprang up as the man not of their race entered, uttering an angry chorus of protests. The visitor turned to run for it, when knives leapt from hiding. It was a break-neck dash down the stairs, but the man of high reward would tempt him back again.

In the agitation which has led the Chinese Government to issue an Edict assailing the opium traffic in China the British Government have been one of the most energetic agents. It was due to the British Government that the exportation of the poppy from India was restricted.

It is all the more astonishing, therefore, to find that there are allowing—without taking any steps to prevent it—a flourishing opium trade in London, in Liverpool, in Cardiff, and other ports where Chinamen live or land.

While China, with what sincerity is yet to be discovered, has sent forth her Edict against the vice, and while the Indian cultivator is dreadfully equally drastic action under British rule, there still exists opium dens in the heart of London where Chinese subjects may discover the Edict to their hearts' content.

In the neighbourhood of Limehouse alone there are at least eleven Chinese boarding-houses where the opium pipe is a recognised institution, and from which the fumes of opium are seldom or never absent.

It is estimated that about 5000 Chinamen visit the port of London in the course of the year, and the number increases year by year. They are mostly sailors employed on the big steamers. They serve as firemen and seamen, cooks, stewards, and carpenters.

None are discharged in London for all British steamers are under an obligation to return the Chinamen to the port at which they were engaged. These men, consequently are only casual visitors to the opium dens, and live for the most part, on board ship.

Continental steamship companies recognise no obligation, and are apt to turn Chinamen adrift in Europe. When discharged at Bremen, or Hamburg, or any other Continental port these men almost invariably make for London, in the hope of finding employment.

Here, then, is a clientele ready for the Chinese boarding-house proprietor. According to the estimates of a Chinaman, himself resident in East London, of the 5000 Chinamen in and out of London 20 per cent. are opium smokers. This accounts for a thousand opium smokers in London alone, whose craving is supplied by the tacit consent of the British Government.

It can easily be imagined, moreover, how strong may be the temptation thus placed in the way of Chinamen who are unfettered by the opium vice. These men at present hold the highest character.

Englishmen have quite as absurd a notion about Chinamen as a great authority upon London Chinatown to one of our representatives, "as that held by Chinamen regarding the English."

"These men are steady, sober, good workmen. That is why they are so largely employed on British ships. If any of them are opium smokers they are not heavy smokers. Heavy smokers become incapacitated for work, and as they are all selected from Hongkong or other Chinese ports, only the healthy, young, vigorous men are chosen. A confirmed opium-smoker would easily be known and rejected."

Most of the Limehouse opium dens are ordinary small alum tenements. In the front is the shop, with a more or less meagre selection of Chinese articles. It is at the back and on the upper floors that the close rooms are free to reclining figures and the poppy-juice. Each house has its mother gambling bench.

The police take no action. But as the physical effects of the vice undoubtedly are, opium-smoking gives the police but little trouble. The effects are languorous and insidious, not sudden and inflammable. Opium causes the Chinamen to remain indoors quietly where spirits would lead to open violence.

The dangers and horrors of the opium den are a familiar tale. What is unpleasantly new and curious is to find a British Government, intent on the motto in China's eyes and indifferent to the beam in its own, preventing at India's expense, the traffic in opium abroad, and taking no further steps to control or restrict the traffic at home. Yet the sources of supply and the methods of the traffic should be well within the control of the existing law and of police supervision, and action would seem to be a matter both of conscience and expediency.—Ez.

#### HALFPENNIES FOR HALF-SOVEREIGNS.

A remarkable story of halfpennies being substituted for half-sovereigns was told at the Manchester City police court last month when Henry Douglas Anson, who had been employed at the Manchester branch of the Bank of England, and after absconding had been caught in Canada, was charged with stealing £1,090.

In stating the case the prosecution, Attorney E. E. Smith said that the prisoner's duty was that of separating light-weight gold coins from those of full weight, and he had to put the full-weight coins into bags, which he had to label and sign. On July 31st he absented himself, and on August 2nd the bank found 25 bags of half-sovereign to be missing.

Messrs. Williams Deacon's Bank, and 14 of them, which had been made up by the prisoner, were found to have been tampered with, half-sovereigns having been replaced by the necessary number of halfpennies to make up the correct weight. Two other bags in the bank's treasury which bore his signature were also found to have been tampered with in the same way. On September 13th the bank received a letter from the prisoner in Winnipeg, in which he practically admitted his guilt and made reference to the mad act he had committed.

## AUSTRALIAN WINES.

### H. J. LINDEMAN'S "CAWARRA" CLARETS AND HOCKS.

PER CASE 12 BOTTLES ... .. \$15.00  
" 24-1/2 " ... .. 16.00

THE ABSOLUTE PURITY OF THESE WINES IS GUARANTEED.

SOLE AGENTS—

H. PRICE & CO., LTD.  
WINE AND SPIRIT MERCHANTS,  
12, QUEEN'S ROAD CENTRAL.

#### PORTUGUESE POLITICS.

Following are extracts from mail papers dated up to June 26th.

Last week's disturbances in Lisbon arose through the crowd which was brought together by the return from Oporto of Senhor Joao Franco, the Prime Minister. Persistent stone-throwing by the mob directed against the soldiers drove up to keep order round the railway station led to some firing up in the air, followed, on a renewal of the stone-throwing, by a few volleys aimed low. Two men were killed and some injured.

The rioting on this and the succeeding night, when some 25 persons were arrested, was soon put down. Since then two sensational journals have been suppressed, but absolute tranquillity now prevails.

The Portuguese Press condemns the recent suspensions of newspapers.

A rumour is current that a police inquiry has been opened into the facts of the alleged participation of many employees of the Lisbon Gas Company in the attacks on the detective police during the riots on the night of June 18, on the occasion of the return of the Prime Minister to Lisbon.

Nothing has yet been decided in regard to the proposal of the Opposition M. monarchists to convene a free national congress to consider the constitutional question.

It is officially declared that there is no possibility of a Ministerial crisis arising at the present juncture. The Cabinet, it is stated, has at its disposal all the means necessary to carry on the administration, and the circumstances of the country render a Ministerial crisis inadvisable.

With reference to the statements made by some Portuguese papers that King Carlos had refused to sign certain repressive measures proposed by the Ministry, it is semi-officially declared that the Cabinet may confidentially count upon the complete support of his Majesty. Tranquillity prevails throughout Portugal, and the tone of the Press is now more moderate.

The bodies of the victims of the recent rioting in Lisbon were buried by the police in order that the funeral should not be made the occasion of popular demonstration.

The examining Magistrate has opened an inquiry in order to discover the ringleaders of the attacks on police agents during the demonstrations on the 18th inst. on the occasion of the return of Senhor Franco to Lisbon from the political banquet at Oporto.

The Monarchist Party has issued a manifesto saying: "Let us cease making representations to the Crown since these have been shown to be of no avail. Let us pledge ourselves to the nation to bring about the adoption of serious guarantees ensuring the right of individuals and the stability of the Constitution."

The Government has ordered the Republica clubs to be closed.

The Conservative and Progressist parties, who are united in opposition to the present Government, are organising a free National Congress to consider the Constitutional question. Two Oporto newspapers have been suspended.

Later items received are dated up to June 26th, as follows:—

King Carlos, considering it is stated, that the continuation of Senhor Franco in the Premiership is a serious danger to the Monarchy, will probably ask him to tender his resignation.

The visit of the Portuguese Crown Prince to Africa is said to have been postponed. The Government of the Transvaal, however, has sent him a cordial invitation to visit Pretoria, and it is understood that elaborate preparations are being made to welcome him.

The Lisbon correspondent of the London Express says:—

An interview was had with the Premier, Senhor Joao Franco, who desired me to transmit the following statement regarding the crisis in Portugal:—

The present dictatorship will be maintained until the various political factions which are responsible for the deadlock in the late Parliament agree to work together conscientiously for the good of the country.

Then the advisability of reopening Parliament will be considered.

The present policy will be strictly enforced against all opposition.

Senhor Franco asked me during the interview whether I did not consider life and property as secure under the dictatorship as hitherto.

He added that King Carlos had every confidence in the present policy.

The Premier's great ambition is to restore the economical condition of Portugal to a prosperous basis, to develop commerce, and to revise taxation and the customs duties.

All these reforms, he states, were previously opposed by the rival politicians, who merely seek personal ends.

Senhor Franco concluded by expressing the wish that the British public would appreciate the energetic attempt being made to restore the prosperity of Portugal.

He disclaimed all responsibility for the recent disturbances, which he alleges were instigated by disaffected politicians.

The latest news from Portugal is that King Carlos is in full sympathy with the Premier, Senhor Franco, and his policy.

While the Monarchists and the other opposing political factions appreciate Senhor Franco's desire to improve the general condition of the country, the attack is on his methods, which are the methods of a dictator.

The general belief is that the only solution of the present crisis is the resignation of the Premier, who is regarded as the dominant spirit in the absolutist movement.

The Lisbon correspondent of the Paris edition of the "New York Herald" states that a prominent politician in the Portuguese capital sums up the present political situation as follows:—

"The King's policy formerly was to appoint the various Monarchist parties to office in relation at regular intervals. Ministers appointed under this system were known as 'rotatives,' because the various parties returned to power with almost mechanical regularity."

## THE ROBINSON PIANO CO., LTD.

## TALKING MACHINES

AND

## RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT

## MUSIC:

LATEST COMIC OPERA SCORES

AND

DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1906. 37

## INFECTIOUS RASH ON WHOLE FAMILY

Father, Mother, and Two Girls  
Covered with an Ugly, Pimply  
Rash—Baby Covered from Crown  
to Sole—Thought She Would Die  
—Tried Every Kind of Ointment.

## AT LAST COMPLETELY CURED BY CUTICURA

"Myself and two little children were covered with a red pimply rash, and it was so itchy. I had tried every ointment I was possible to get. Until I tried the Cuticura Ointment, it was the first relief we got. I was afraid to go near a doctor for fear of him making a fuss, as of course I knew it must be infectious, for I took it first, then one little one, and then the other, and finally my husband, and used all the best ointments from Cuticura Ointment, but that wasn't much considering all I had to do with it. My own arms and between my fingers, on front of mine and between my toes, were completely covered with an ugly, itchy rash, and my youngest little girl was covered from crown to sole. I thought she would have died. She was only a year and two months at the time. My eldest wasn't so bad, but had enough. Thanks to the Cuticura Ointment, we are completely cured, and I shall recommend the Cuticura Remedies to my friends. Mrs. D. M. Grieve, Donaghmore, Tyrone, Feb. 12 and Feb. 13, 1906."

## DISFIGURING

Humours, Eczemas, and Itchings  
Cured by Cuticura.

The agonizing itching and burning of the skin, as in eczema; the frightful scaling, as in psoriasis; the loss of hair, and crusting of scalp, as in scalded head—all demand a remedy of extraordinary virtues to successfully cope with them. That Cuticura Soap, Ointment, and Pills are such standards proven by testimonials of remarkable cures when many remedies and even physicians have failed.

Complete External and Internal Treatment for Every Humour, Itchings, Eczemas, and



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Editor, and not to the Proprietor, and should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS  
NOTICE.

We have authorized Mr. MICHAEL JEBSEN to Sign our Firm For Procurement.

JEBSEN & CO.  
Hongkong, 31st July, 1907. 1279

## PRELIMINARY ANNOUNCEMENT.

By Order of the Executors of the late EDMUND SHARP, Esq., dec'd.

## NOTICE TO CAPITALISTS AND INVESTORS.

Sale of Valuable House Property at Low Reserves.  
Offering Good Investments in a Good Locality.

## PUBLIC AUCTION

Large and Valuable LEASEHOLD PROPERTY situated in the Colony of Hongkong, and being parts of Inland Lots 670 and 717, which are situated in the houses known as Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, and 13 FUK LUK LANE; Nos. 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128 and 130 THIRD STREET; Nos. 113, 115, 117, 119, 121, 123, 125 and 127 THIRD STREET; and Nos. 1, 2, 3, 4, 5, 6, 7, and 8 FUK SAU LANE; to be sold by

## PUBLIC AUCTION.

in 6 lots or otherwise, as the Auctioneer shall declare, on

## MONDAY

the 19th day of August, 1907, at 3 o'clock P.M. at his Sales Rooms, in Duddell Street, by

Mr. GEO. P. LAMMEET, Auctioneer.  
A Sale Plan may be seen at the Office of the Vendor's Solicitors.

Further and fuller Particulars will be advertised shortly and may be obtained from the Auctioneer or from

Messrs. JOHNSON STOKES & MASTER,  
5, Des Vaux Road Central,  
Vendor's Solicitors.  
Hongkong, 31st July, 1907. 1281



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.  
Taking Cargo at through rates to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

## THE Company's Steamship

"AUSTRIA,"  
Captain Biller, will be despatched as above on or about the 30th August.  
This Steamer has capital accommodation for passengers, electric light, and carries a doctor.  
For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,  
Agents,  
Printed Buildings,  
Hongkong, 31st July, 1907. 3

## NORDEUTSCHER LLOYD, BREMEN

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ-REINHOLD LUTPOLD,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 30th inst., at 10 A.M.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August, at 9.30 A.M.  
All Claims must reach us before the 10th August, or they will not be recognised.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents,  
Hongkong, 30th July, 1907. 5

## NOTICE TO CONSIGNEES.

## THE H.A.L. Steamship

"HAB BURG,"  
Captain Filler, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 30th inst., at 10 A.M.  
Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th August at 3 P.M.  
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office,  
Hongkong, 30th July, 1907. 1278

## NEW ADVERTISEMENT

A LING & CO.,  
19, QUEEN'S ROAD CENTRAL  
(Next to Messrs. KUM & KONG).

## FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. 718-1280



## THEATRE ROYAL, HONGKONG.

## FOR A SHORT SEASON ONLY.

COMMENCING

TO-NIGHT (WEDNESDAY), JULY 31st.

## THE BANDMANN OPERA CO.

55 LONDON ARTISTS 55

Will present the following latest London Successes most of which will be staged for the First Time in Hongkong:

TO-NIGHT (WEDNESDAY), JULY 31:  
For the First Time in Hongkong,  
The rage of the last London Season,  
"THE BELIE OF MAYFAIR,"  
which ran for 3 years at the  
Vandervik Theatre London.

TO-MORROW (THURSDAY), August 1st:  
For the First Time in Hongkong,  
The Great Burlesque Musical Comedy,  
"THE BLUE MOON,"  
as played for 3 years at the Lyric Theatre London.

FRIDAY, August 2:  
For the First Time in Hongkong,  
The Brilliant Musical Comedy,  
"THE GIRL BEHIND THE COUNTER,"  
which ran 1,000 nights at Wyndham's Theatre London.

SATURDAY, August 3:  
Leslie Stewart's Masterpiece,  
"FLORODORA."

MONDAY, August 5:  
The Scampering Fanny Musical Comedy,  
"THE EARL AND THE GIRL."

TUESDAY, August 6:  
For the First Time in Hongkong,  
The Great Japanese Comical Opera,  
"THE WHITE CHRYSANTHEMUM."

WEDNESDAY, August 7:  
Farewell Performance.  
The Brilliantly Successful Musical Comedy  
"A CHINESE HONEYMOON,"  
which ran for 3 years at the Strand Theatre London.

PRICES OF ADMISSION: \$3, \$2 and \$1.  
Seats now on Sale at S. MOUTRIE AND COMPANY, LIMITED.

Commencing at 9 P.M. sharp.  
Hongkong, 24th July, 1907. 1247

## PUBLIC COMPANIES

## THE HONGKONG ICE COMPANY, LIMITED.

## NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the GENERAL MANAGERS have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1907 of FOUR DOLLARS per Share.

Dividend Warrant may be obtained on application at the Office of the Company on and after FRIDAY, the 2nd August.

THE TRANSFER BOOKS of the Company will be CLOSED from the 31st instant to 1st proximo, both days inclusive.

JARDINE, MATHESON & CO., LD.  
General Agents,  
Hongkong, 29th July, 1907. 1260

## HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING of Shareholders in the Company, will be held at the Office of the Company, Hotel Macao, on TUESDAY, the 13th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend; confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive.  
By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary,  
Hongkong, 22nd July, 1907. 1255

## HON KONG AND SHANGHAI BANKING CORPORATION.

## NOTICE IS HEREBY GIVEN that

the Certificate No. N.S. 4270, dated Hongkong 9th July, 1907, for Ten Shares of this Bank numbered 14321 to 14332 inclusive registered in the name of CHENG PO CHO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August, 1907, a New Certificate for the shares will be issued, and the aforesaid Certificate No. N.S. 4270 will be therefor treated by this Corporation as Null and Void.

By Order of the Board of Directors,  
J. R. M. SMITH,  
Chief Manager,  
Hongkong, 13th July, 1907. 1210

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 19th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st to the 15th August, both days inclusive.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary,  
Hongkong, 30th July, 1907. 1276

## TO LET

## TO LET.

NO. 2, MACDONNELL ROAD.  
Apply to—  
COMPTON'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. 197

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.

## Apply—

SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 23rd April, 1907. 1800

## TO LET.

NO. 1, WEST END TERRACE, Shamoon, Canton.

Apply to—  
HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st July, 1907. 191

## TO LET.

"BERIL" No. 1, GARDEN ROAD, Kowloon, Containing 8 Rooms and Garden. Possession 1st June, 1907.

Apply to—  
H. M. H. NEMAZEE.  
Hongkong, 29th May, 1907. 982

## TO LET.

NOS. 3 & 5, CARNAYON VILLAS, Kowloon.

Apply to—  
HEWAN & Co.,  
No. 15, Connaught Road, West.  
Hongkong, 1st May, 1907. 324

## TO LET.

ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS.

Apply to—  
REUTER, BROECKELMANN & Co.  
Hongkong, 23rd April, 1907. 795

## TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—  
JARDINE MATHESON & CO., LTD.  
Hongkong, 24th June, 1907. 1194

## TO LET.

"GLENWOOD" CAME ROAD, suitable for a Boarding house or Club. Containing 26 Rooms. This property would be divided into two or more houses to suit tenants.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

BELLILIOS TERRACE HOUSES, ROBINSON ROAD.

No. 4, ALBANY.

No. 8, BELLILIOS TERRACE, Corner House, 1st Row.

No. 6, CAMERON VILLAS (PRAY), Furnished. Cheap rent. For September and October.

No. 6, DES VEAUX VILLAS (PRAY), No. 1 and 2, BEACONSFIELD ARCADE.

Apply to—  
LINDSAY & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 22nd July, 1907. 1102

## TO BE LET OR SOLD.

WITH POSSESSION FROM 1st JUNE—IN WANCHAI ROAD.

GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 400 square feet space, concrete & rising. 8a table for storage of any kind of merchandise.

Apply to—  
"K,"  
Care of "Daily Press" Office,  
Hongkong, 3rd May, 1907. 870

## TO LET.

IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD, and No. 51, FORTING STREET.

Apply to—  
ARRATON V. APCAR & Co.,  
45, Wyndham Street,  
Hongkong, 2nd March, 1907. 491

## TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 33, CAINE ROAD.

AUCTION ROOMS, No. 2, Zetland Street.

GREENROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

No. 1, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—  
LEIGH & ORANGE,  
1, Des Vaux Road,  
Hongkong, 11th July, 1907. 94

## TO LET.

"STONEHEVED" 35, Robinson Road.

No. 52, CAINE ROAD.

Nos. 27, 29, 31 and 33, SEYMOUR ROAD.

Apply to—  
SAM WANG CO., LTD.,  
81, Queen's Road Central,  
Hongkong, 22nd July, 1907. 1103

## TO LET.

LARGE AND SPACIOUS GODOWNS Nos. 9, 9a, 9b, 9c and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—  
HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st July, 1907. 809

## TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon, Moderate Rental. Tennis Court and Electric Light.

No. 46, ELGIN STREET, 6 Rooms with front and back Verandahs. From 1st July.

"CHERRY VILLE," A fine Bungalow. Near Observatory Villas. Cheap Rental.

Apply to—  
ARRATON V. APCAR & Co.,  
45, Wyndham Street,  
Hongkong, 20th June, 1907. 890

## TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st July, 1907. 192

## TO LET

## TO LET.

NO. 5, ORMSBY TERRACE, Kowloon.  
No. 4, SEYMOUR ROAD, Hongkong.  
Cheap rent.  
Apply to—  
SPANISH DOMINICAN PROCUATION.  
Hongkong, 25th June, 1907. 1114

## TO LET.

SHAMEEN—CANTON.

TO LET in SUN LIFE BUILDING, French Concession, Large, Well-lit Offices. Godowns also, if required.

Apply to—  
POWELL GRANT.  
Hongkong, 13th July, 1907. 1209

## TO LET.

SHOPS and FLATS in Des Vaux Road Central.

No. 6, CAMERON TERRACE, Kowloon.

Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LD.  
Hongkong, 15th July, 1907. 1155

## TO LET.

POSSESSION FROM 1st APRIL.

2 Semi-attached HOUSES, Nos. 138 and 139, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarter and Grass Tennis Court.

Apply to—  
CHUNG CHINAM,  
[Yan On Marine & Fire Insurance Co., Ltd.,  
Hongkong, 1st March, 1907. 482

## TO BE LET.

SHAMEEN—CANTON, No. 24.

From the 1st January, 1908, Premises now occupied by the East Asiatic Trading Company.

Apply to—  
JEBSEN & CO.  
Hongkong, 10th July, 1907. 1197

## TO LET.

3 STORED GODOWN No. 127, Wanchai Road.

Apply to—  
REUTER, BROECKELMANN & Co.,  
Princes Building,  
Hongkong, 27th June, 1907. 1126

## TO LET.

NO. 23, LEIGHTON HILL ROAD.

Immediate Possession.

Apply to—  
THE COMPTON,  
Nippon Yusen Kaisha.  
Hongkong, 4th February, 1907. 338

## TO LET.

A suit of 3 LARGE and ONE SMALL ROOMS with Bath Room attached, and Verandah all round, on the First Floor in College Chambers, No. 31, Wyndham Street, facing "Glenelg". Can have the use of a Kitchen, can be rented singly or the whole.

GROUND FLOOR of No. 4, Des Vaux Road including a Strong Room and servants' quarters.

ROOMS on Second Floor of VICTORIA BUILDING, No. 5, Queen's Road Central, suitable for Offices.

Apply to—  
DAVID SASSOON & Co. LTD.  
Hongkong, 24th May, 1907. 321

## TO LET.

TWO ROOMS in HOTEL MANSIONS with Bathroom at very cheap rental for two months.

Immediate Possession.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 31st July, 1907. 1159

## TO LET.

"HATHERLEIGH", CONDUIT ROAD.

No. 1, RIPON TERRACE, BONHAM ROAD.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS in PRATA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st July, 1907. 1160

## TO LET.

IMMEDIATE POSSESSION.

GODOWNS Nos. 93, 95, 97 and 100, Praya East.

Apply to—  
CHATER & MODY,  
Victoria Buildings,  
Hongkong, 20th June, 1907. 1039

## TO BE LET.

AS from the 1st August next, No. 5, MORRISON HILL.

Apply to—  
MESSRS. JARDINE, MATHESON & Co., LTD.  
Hongkong, 1st July, 1907. 1151

## BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"

2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 604

## FIRST-CLASS BOARD &amp; RESIDENCE

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"BRAESIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.



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MUSIC WAREHOUSE.

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RACHEL, PLEYEL, ROSENKRANZ,  
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PRICES FROM \$400.

The Latest GRAMOPHONES & RECORDS  
always in stock.

SOLE AGENTS for the  
GRAMOPHONE AND TYPEWRITER  
Co., Ltd.

S. MOUTRIE & CO., LTD.,  
York Building, Chater Road.

Hongkong, 13th April, 1907. 38-1

## WANTED.

CHINESE Speaking Foreigner. Must be  
Smart and Reliable. State age, ex-  
perience, Nationality and Salary.  
"INTERPRETER," Office.  
Hongkong, 30th July, 1907. 1275

## NOTICE.

WE beg to inform the Public that we are  
selling  
TINTO... at \$3.75 per dozen.  
BRANCO... \$4.75  
through MESSRS. H. RUTTONJEE & SON,  
Hongkong, who will also supply you with our  
Price List for choicest Portuguese Wines.  
FRANCISCO DOS SANTOS FERREIRA & CIA.  
Macau, 26th July, 1907. 1266

## HONGKONG VOLUNTEER CORPS.

IT is proposed to form an Infantry  
Company with a Detachment of  
Cyclists. All who are desirous of joining  
are requested to apply personally at the  
VOLUNTEER HEADQUARTERS, morning or  
afternoon.

A. J. THOMPSON, Captain,  
Staff Officer H.K.V.C.  
Hongkong, 27th July, 1907. 11205

## OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED  
have always in stock a supply of the  
above in all sizes. Prices may be obtained on  
application.  
Hongkong, 26th July, 1907. 1258

## COGNAC.

MESSRS. JEEJEEHOY & CO., 25,  
Hollywood Road, beg to inform their  
Customers and the General Public that they  
now have on Sale the following brands of  
COGNAC which are patronised by connois-  
seurs throughout Indo-China:—  
Per case 1 doz. bottle.  
BOUTILLIER, G. BRIAND & Co's \$25.00  
FELIX TILLAC & Co's 10.50  
GEORGES ROZEAU & Co's 14.50  
Hongkong, 1st July, 1907. 1152

## 金貨 KUNG YIK GODOWNS. 益公

NOTICE IS HEREBY GIVEN that the  
Godowns, Nos. 171 to 178, SHAK  
TONG TAU, Praya West, on (M. Lot Nos.  
204 to 205), formerly known as the Po On  
Godowns—the lease for which having  
expired—have been taken possession of by  
the Landlords, and business will be here-  
after continued under the name of the  
KUNG YIK GODOWNS. The owners  
are prepared to accept goods on storage at  
very moderate rates, and avail of the  
opportunity to give notice that loans at  
most favourable rates of interest may be  
obtained from the Undersigned against  
goods stored in the KUNG YIK GODOWNS.

The Kung Yik Godowns, Agents, The  
SAM WANG LAND INVESTMENT LOAN  
AND AGENCY COMPANY, LTD.,  
TELEPHONE: No. 321.  
ADDRESS: 81, Queen's Road Central.  
YUK CHI, Managing Director.  
Hongkong, 3rd July, 1907. 1167

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Con-  
versation and without translation by a  
Frenchman (a Teacher in Government Schools)  
and ENGLISH LESSONS by an English  
Lady.  
Apply by letter to— B. R.,  
Care of "Daily Press" Office.  
Hongkong, 15th November, 1906. 1913

**KEATING'S**  
**WORM**  
**TABLETS.**

A purely Veg-  
etable Prepa-  
ration, free from  
all drugs, and  
entirely safe,  
for the relief of  
Intestinal or  
Throat Worms.  
It is perfectly  
and safely ad-  
apted for  
Children.  
Sold in Bottles  
by all Druggists.

Proprietor, THOMAS KEATING, London.

## INSURANCES

NORTH BRITISH AND MERCHANT  
MARINE INSURANCE COMPANY.  
TOTAL FUNDS AT 31st DECEMBER, 1905  
£17,837,119.

I. AUTHORIZED CAPITAL... £3,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,500 0 0  
II. FINE FUNDS... 3,886,720 19 8

The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 27th April, 1907. 1491

THE GLOBUS INSURANCE COMPANY  
OF HAMBURG.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.  
CARLOWITZ & Co.,  
Agents.

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.  
REUTER, BROCKELMANN & Co.,  
Agents.

Hongkong, 21st April, 1907. 114

## FOR SALE

FOR SALE.

TWO VERY VALUABLE PIECES OF  
LANDED PROPERTY Situate at  
CANTON near the Hongkong, Canton and  
Macao Steamboat Company's Wharf and facing  
the river. The lots contain by admeasurement  
50 "changes" or thereabouts. Title Deeds can  
be seen at the Office of the Undersigned.  
For further particulars, apply to  
GOLDING & BAILLOW, Solicitors,  
10, Queen's Road Central.  
Hongkong, 22nd May, 1907. 970

## COLLECTIONS OF USED POSTAGE STAMPS

ASIATIC STAMPS. MIXED STAMPS.  
100 for \$0.80 1000 for \$3.00  
150 " 1.75 1000 " 10.00  
200 " 3.50 1500 " 25.00  
250 " 7.75 2000 " 35.00  
275 " 9.00 3000 " 55.00

Also Stamps in bags, sets, &c., &c.  
ARTISTIC PICTORIAL POSTCARDS  
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CHAGA & CO.  
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Auctioneer. Consignments solicited. Account  
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Iron, Steel, Metal and Hardware  
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Repaired, Overhauled. Charges moderate.)  
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Bureau 84, Queen's Road Central  
(First-floor).

### DR. M. H. CHAUN.

THE latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. 505

### SIEN TING.

SURGEON DENTIST,  
No. 10, D'AGUIAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905 431

### COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,  
have now 40,000 Cubic Feet of Cold  
Storage available at EAST POINT. Stores will  
be Open at 10 A.M. and 4 P.M. daily, Sunday  
excepted, to receive and deliver perishable goods.  
Wm. FARRANE, Manager.  
Hongkong, 18th November, 1901. 47

## MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails  
to Europe and America, and the dates of their  
expected arrival at their destinations, as well as  
the dates of return Mails.  
Mounted on Card ... 30 Cents  
On Paper ... 20 " " "  
On Sale at the Hongkong Daily Press Office  
Hongkong, 26th January, 1907.

## JOHN WHITE'S HALF-YEARLY SHIPPING REVIEW.

23a, Great St. Helen's, London, E.C., 1st  
July, 1907.

It was an old saying, but never more true  
than of late, that the metal market is a reliable  
barometer of trade. During the past two years  
this market has been advancing, and trade in  
all parts of the world has exceeded all previous  
records. This enormous trade has only been  
possible by the means of transit supplied by  
shipping, but it is unfortunately the fact that  
shipping has been the industry that has least  
benefited by this activity. This practical lesson  
ought to impress itself upon shipowners, who  
appear to have been slow to realise the fact that  
over supply of tonnage and want of cohesion in  
fixing freights have prevented their reaping  
the benefit they should have derived from the  
great volume of trade that has been passing.

The year commenced with shipbuilders better  
employed than they are to-day, there have been  
few orders given during the past six months  
for ordinary cargo steamers. The high price  
of material causes builders to require prices on  
contracts that owners of cargo steamers cannot  
follow. It will take long to approach equalising  
supply and demand in tonnage, but the cessation  
of orders is all in the right direction. The  
Contracts of the half-year have been mostly for  
regular liners, specialities such as oil carriers and  
important orders from foreign liner owners.  
The liner is now encroaching so much into the  
tramp steamer's trade, by taking cargo from  
several ports to more than one port of discharge,  
that the addition of such tonnage cannot now  
be viewed in the same light as in the past, but  
is becoming a serious competition in market  
freights.

It is not very useful for comparison to give  
the half-year details of production, tonnage  
building, etc., as such are to a great extent,  
carrying forward of orders given in the  
previous year. Such statistics are therefore  
deferred to my report issued at the beginning  
of the New Year.

Prices of ready steamers, new and second-hand,  
are practically the same as at the end of last  
year. The rates of freight current, in-  
creased cost of coal, high wages of seamen and  
of labour discourage buyers and make sales more  
difficult.

Steel ship prices are now 27 10s. per ton,  
which was the price at the end of last year,  
although in January a little more was demanded.  
Probably the market is a little firmer to-day  
than it was in December last. The high price  
does not seem to have deterred shipbuilders from  
the demand from abroad, especially America,  
and also at home for raw material in consequence  
of the active trade in railway and building plant.  
Coal has been high throughout the half-year,  
best steam coal in Wales touched 20s. in Feb-  
ruary, and is now 18s., and in the Tyne has  
advanced from 12s. 6d. in January to 14s. 6d.,  
now current. The prices of coals are higher also  
in New South Wales, India and all foreign  
stations, and exceptionally high on the West  
Coast of America.

Labour troubles have been numerous more  
especially abroad since the commencement of  
the year continuing the bad record of the  
previous year. Strikes provide undesirable  
employment for seamen by causing delay in  
loading and discharging although minimising  
the over supply of tonnage, but the injury to  
trade generally and to the workmen them-  
selves is incalculable. There have been strikes  
of labourers at New York, which, it is stated,  
caused some of the regular liners to have to  
bring cargo back to England and the Conti-  
nent, being unable to discharge such in time  
for the steamers to sail on their advertised  
dates. This strike after many weeks ended as  
usual in the men returning to work on the  
old terms. Strikes of officers and seamen of  
German steamers, of workmen in German  
shipbuilding yards, of stevedores in Ham-  
burg, the latter necessitated many to be sent  
from England—of seamen in French ships  
and also Italian steamers—Dock labourers at  
Trieste and Rotterdam—Coal labourers at Port  
Said—Railwaymen and other labourers in South  
America. At home the Engineers' demand  
for an increase in wages appears likely to be  
withdrawn. It is to be hoped for the men's  
sake they will be content with their present  
good earnings; for it seems impossible for  
employers in the present state of trade and  
the very moderate prospect of new orders to  
concede an increase.

Combinations continue to extend amongst  
shipbuilding and a shipowning concerns. The  
combining of interest of Messrs. Harland and  
Wolff, Limited, of Belfast, and Messrs. John  
Brown and Co., Limited, of Clydebank and  
Belfast, etc., etc., will doubtless be compre-  
hensive of every feature of complete shipbuilding,  
either of merchant ships or armoured warships.  
In China and India combinations have been made by  
owners of British liner tonnage, and the same  
has been adopted amongst German Companies  
and by American Companies principally engaged  
in local services.

Since the commencement of the year the  
freight war between British Companies and a  
German Company trading with India has  
terminated. During the half year a Shipping  
Conference between the representatives of the  
United Kingdom, Australia and New Zealand  
has been held in London, and so far as can be  
judged, does not appear to have resulted in any  
arrangement that will make the Colonial trade  
more attractive to British shipowners. At this  
Conference one of the Colonial representatives  
and our Chancellor of the Exchequer suggested  
the removing or the reducing of Suez (Canal  
dues to be an object worth aiming at. This  
question should certainly be aimed at very  
straightly, the dues being such a heavy burden.  
In support of this question, the following  
remarks are made on this question: "It is an  
International question that deserves attention,  
whether such a highway having repaid its cost  
with liberal interest, should continue to be a  
Joint Stock 25 per cent. profit-earning enter-  
prise or follow the rule with all highways,  
and become free of toll, subject to provision for  
expenses of upkeep."

The half year has witnessed the passing by  
our Parliament of an Act to include Seamen  
under the Workmen's Compensation Act entail-  
ing an additional heavy charge on British vessels,  
and thus increasing the disadvantage our ships  
work under as compared with foreign vessels.  
Increased expense of working our ships has  
also been added by an amendment of the Mer-  
chant Shipping Act, involving fastidious  
barriers in regard to provisioning better than  
it does, and outward rates have advanced in  
consequence mainly of the decrease in homeward  
rates, and also influenced by great delays in  
discharging abroad. Detention has arisen at  
our coal ports by the facilities for loading being  
inadequate for the much greater length of  
modern steamers. With the exception of a rapid  
rise in freights from River Plate, the end of  
January, which appeared to come as a great  
surprise, and continued firm for two months,  
since which they have dropped to 12s. 6d. (up  
river), there has not been any market of special  
feature. Eastern homeward rates have been  
the most consistent, improving a little the first  
three months, and are now about the same  
as at the end of last year when they were  
considered fair, but increased cost of coal is  
a serious item on these voyages. A con-  
siderable business has continued out to West  
Coast of America, but labour charges on the  
Coast are very heavy, delays long, and  
homeward employment nominal. American,  
also Black Sea, markets homeward have been  
very low throughout the half-year. Baltic  
outward and homeward freights have been a  
little better than the previous year. The coal  
trade from Tyne and Wales to the Continent  
has been very active, and sizes of steamers  
employed largely increased, steamers up to  
7,000 tons being engaged from the Tyne to the  
Continent.

Although the shipping transactions of the  
half year have been numerous, there has not  
been anything remarkable, and a decided  
improvement will be necessary in the next six  
months to make the year at all satisfactory to  
shipbuilders and shipowners.

## RUSSIA AND JAPAN.

### TERMS OF THE FISHERY AGREEMENT.

It is understood that the terms of a general  
treaty between Russia and Japan, as well as the  
specific conventions regarding commerce and the  
Manchurian railway, have been settled and will  
be signed shortly. The protocol of the fishery  
convention has already been signed in order to  
avoid delay in view of the opening of the fishery  
season.

According to the *Noroo Vremy*, the principal  
outlines of the fishery agreement are as follows:  
—Russia undertakes to grant to Japanese sub-  
jects the right of catching and preparing all kinds  
of fish and marine products, with the exception of  
otter and seals, along the whole extent of the  
coasts of the Sea of Japan and Okhotsk,  
likewise in Behring Strait. All rivers  
and 34 inlets are excepted from the  
operation of the convention. The rights  
of fishing must be secured by definite  
concessions, which will be put up to public  
auction, the Japanese Consul at Vladivostok  
being notified at least two months beforehand.  
Each concessionaire for the right, not only of  
catching but of preparing fish, boating  
sawks, repairing craft and implements, and  
constructing smoking and salting sheds.  
Japanese concessionaires will pay the same  
rents for fisheries and buildings as those paid  
by Russian subjects, but Russia agrees to levy  
no export taxes on fish intended for Japan. The  
Japanese further possess the right of employ-  
ing Japanese labour for the preparation of fish  
except at the mouth of the Amur, and are  
exempt from regulations affecting the coasting  
trade. In all other respects they are subject  
to Russian laws and regulations. The con-  
vention is concluded for a period of 13 years.  
The *Noroo Vremy* points out that the  
Japanese have already secured 91 per cent. of the  
concession, having outbid the Russians owing  
to cheapness of Japanese labour. The con-  
cession fetched 165,000 roubles (£16,500),  
instead of 50,000 roubles (£5,000) as expected.  
The *Noroo Vremy* expresses alarm at this  
possible invasion of the Russian littoral.

**Calvert's**  
Carbolic  
**Toilet**  
**Soap**

Ensures a  
Clear, Soft Skin.

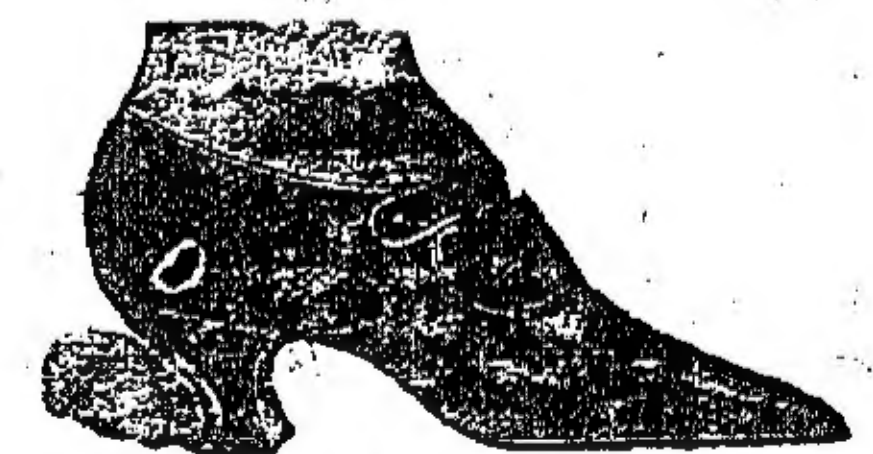
It is pure throughout, fragrant, per-  
fectly emollient, and antiseptic, (100%  
crystal carbolic). It quickly removes  
dust and dirt, takes away the un-  
pleasant effects of perspiration, and  
leaves instead a delicious feeling of  
thorough purification.

Sold by local Chemists and Storekeepers.  
Made by W. G. Calvert & Co., Manchester, Eng.

## Cunliffe, The Pioneer Experts in Premium Bonds.

**Russell & Co.**  
10 & 12, Place de la Bourse,  
SEcurities issued by PARIS  
European Gov'ts and  
Municipalities offering  
prospects of immense returns.  
To be purchased for cash or on the  
"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO., being the oldest estab-  
lished firm of dealers in Premium Bonds in the  
world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed.  
Exceptional facilities for payment. Numbers  
checked after every Drawing. Results of Draw-  
ings in English. Holders of drawn Bonds ad-  
vised at once. Prizes collected free of charge.  
Bonds purchased "at sight." Loans granted  
on Premium Bonds. Services continue until  
last Bond drawn. All transactions confidential.



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AND SHOES.

EASTMAN KODAKS, CAMERAS  
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PHOTOGRAPHIC GOODS.

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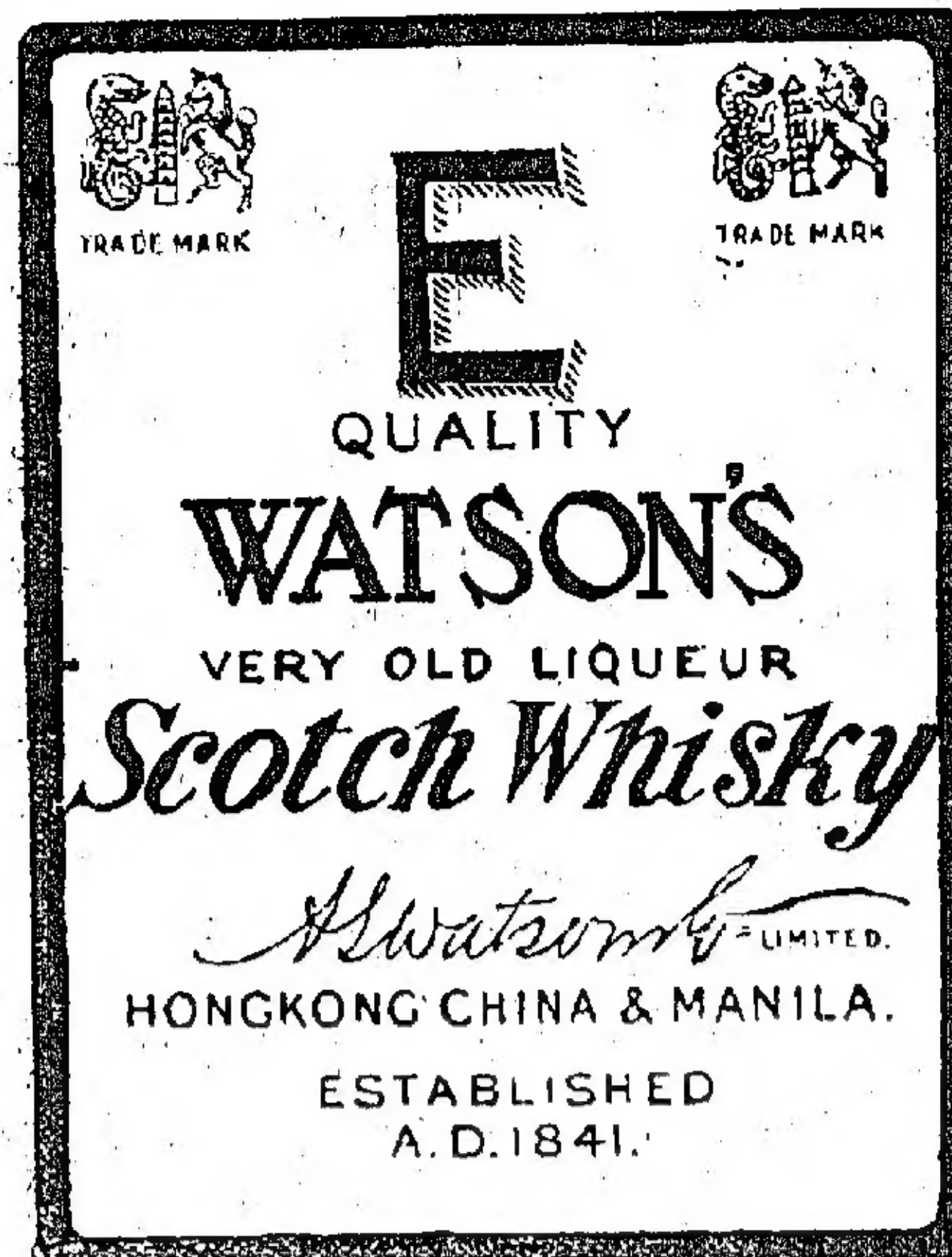
## A TACK & CO.,

28, DES VOGES ROAD CENTRAL.  
Hongkong, 18th January, 1907. 39

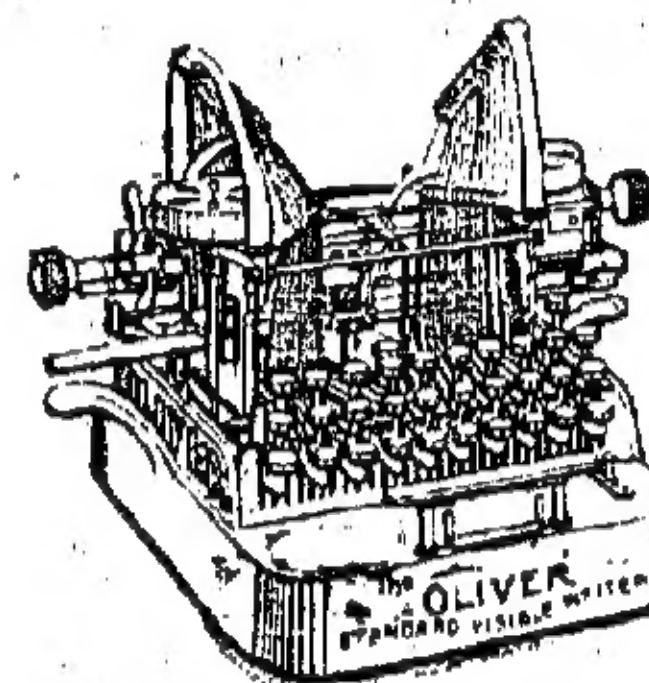
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EXTRA COPIES of *Daily Press* are on  
sale daily at the KOWLOON BOOK-  
STALL, Mr. H. RUTTONJEE'S KOWLOON  
STORE, No. 36, Elgin Road & Mr. A. YAU'S  
FERRY WHARF STALL.  
Hongkong, 22nd December, 1903.

## NEW LABEL FOR WATSON'S "E" WHISKY



NOTE:—THE BORDER AND TRADE MARKS ON THE LABEL ARE IN GOLD; THE LETTER  
"E" LITHOGRAPHED IN BLACK, IS ALSO SHOWN IN GOLD; WHILE THE THREE  
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LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK.  
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## THE OLIVER TYPEWRITER.

VISIBILITY.  
SIMPLICITY.  
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UNRIVALLED FOR DUPLICATING, WRITING IN SIGHT,  
UNIVERSAL KEYBOARD.

TYPEWRITER RIBBONS and supplies for ALL  
Machines kept in Stock.

## OLIVER TYPEWRITER CO., LTD.

1, PRINCE'S BUILDINGS.

Hongkong, 24th July, 1906.

[1055]

By Royal  
Warrant to  
His Majesty  
The King.

# BOVRIL

is a true food and contains Albumen and  
Fibrine which go to form Blood, Bone,  
Brain and Muscle. Beef-teas and Meat  
Extracts are stimulants only.  
Bovril is liquid life.

**IMMENSE**

**WATSON'S**  
(No. 10) Dundee  
**WHISKY.**

Hong Kong  
Agents  
for Watson's  
Dundee—

WATKINS, Ltd.,  
Apothecaries  
Hall,  
Hong Kong.



## SHIPPING.

## ARRIVALS.

CRISTINA, British steamer, 1,450, W. B. Brown, 30th July. Yokohama via Kobe and Kuchino, 26th July. General—Butterfield & Swire.

HAGSTAD, Norwegian str., 30th July—Canton. Hamburg, German str., 30th July. General—Hamburg-Amerika Linie.

HAIKUN, British str., 1,183, J. S. Rutch, 30th July—Canton. Ports 19th July. General—Douglas LaPraik & Co.

HIROSHIMA MARU, Japanese str., 8,035, H. Moller, 30th July—Singapore 24th July. General—Nippon Yusen Kaisha.

HONGKONG, French str., 739, E. Cereil, 30th July—Haiphong and Hanoi 30th July. General and Pige—A. B. Marty.

KUJIKU, British str., 286, E. Finlayson, 30th July—Cebu and Iloilo 26th July. Sugar—Butterfield & Swire.

MATHIAS, German str., 801, N. Schenmann, 30th July—Swatow 26th July. General—Jensen & Co.

NINKAI MARU, Japanese str., 1,044, W. Nakagawa, 29th July—Hongkong 26th July. Coal—A. B. Marty.

PROFESSOR, Norwegian str., 1,015, Kaldrup, 29th July—Bangkok 23rd July. Rice and Timber—Agard, Thorson & Co.

R. L. LINDHOLM, German str., 628, H. Kitchner, 29th July—Hamburg 20th June and Singapore 25th July. Mails and General—Melchers & Co.

SEIKO MARU, Japanese str., 338, G. Nakao, 30th July—Fuzhou 27th July. General—Shosen Kaisha.

SKEDISTAD, Norwegian str., 400, O. Hansen, 30th July—Singapore 26th July. Rice and Flour—Agard, Thorson & Co.

TAMBUK, Chinese str., 30th July. Canton. General—Jensen & Co.

VERONA, German str., 3,510, H. Dobronz, 29th July—Shanghai 26th July. General—Carlowitz & Co.

ZAFIRO, British str., 1,610, A. Fraser, 30th July—Manila 27th July. General—Shewan, Tomes & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
30th July.

HAIKUN, British str., for Haiphong.

MAKUN, British str., for Singapore.

SEIKO MARU, Japanese str., for Canton.

TAMBUK, Chinese str., for Yokohama.

VERONA, German str., for Haiphong.

TRIUMPH, German str., for Haiphong.

## DEPARTURES.

30th July.

BOLAND, German str., for Kudat.

CHONTA, German str., for Swatow.

HAILAN, French str., for Haiphong.

HIKIDAL, Norwegian str., for Saigon.

KIANG HING, Chinese str., for Haiphong.

LANDRAT SCHIFF, German str., for Canton.

LUENTHIN, British str., for Singapore.

MARSHALL, German str., for Shanghai.

MYRA, British str., for Canton.

P. R. LINDHOLM, German str., for Shanghai.

SEIKO MARU, Japanese str., for Swatow.

TAMBUK, Chinese str., for Manila.

VERONA, German str., for Shanghai.

WIK, German str., for Shanghai.

## SHIPPING REPORTS.

The French str. *Hongkong* reports: Fine weather light northerly breeze.

The British str. *Chungking* reports: Light winds, fine clear weather throughout.

The British str. *Kunming* reports: Fine weather with moderate and light S.W. and southerly winds, throughout.

## VESSELS IN DOCK.

July 30th.

ANKEREN DOCKS—*Vigilante, Logd, Chingtu, Metropolitan Docks—Kunming.*

## VESSELS ON THE BERTH

DAMPSCHIFFS-REHEDER-UNION  
ACTIEN-GESELLSCHAFT.

## FOR NEW YORK.

With Liberty to Call at the Malabar Coast.

THE Steamship:

"VERONA,"  
Captain Dobronz, will be despatched for the above Port on or about the 29th July, 1907.

For Freight, apply to  
CARLOWITZ & Co.,  
Agents.

Hongkong, 9th July, 1907. 1198

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Rutch, will be despatched for the above Ports TO-MORROW, the 1st August, at Noon.

For Freight or Passage apply to  
DOUGLAS LAIPRAK & Co.,  
General Managers.

Hongkong, 29th July, 1907. 1271

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN PORTS (Kobe and Yokohama).

With option to Call at Mexican and other Coast Ports.

Steamers Tons To Sail

"ULENPAIG" 3,500 Mid. of Aug.

"SARAO MARU" 8,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,  
York Building.

Hongkong, 30th July, 1907. 10

SOUTH AFRICAN LINE.

FOR DURBAN.

THE Steamship

"HELIOPOLIS,"

Captain Martin, will be despatched for the above Port, on or about TUESDAY, the 20th August.

For Freight, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 29th July, 1907. 1253

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	T. H. Hilde, R.N.R.	P. & O. S. N. Co.	On 10th Aug. at Noon.
MARSEILLES &c. VIA PORTS OF CALL.	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 31st inst.
COPENHAGEN & ST. PETERSBURG	TOKIN	Frans. str.	—	Mouton	MESSAGERIES MARITIMES	On 6th Aug. at 1 P.M.
HAYRE & HAMBURG VIA STRAITS &c.	SORTRUDNIK	Dan. str.	—	Habel	MELCHERS & Co.	Middle of September.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	SAKONIA	Ger. str.	k. w.	Winnberg	HAMBURG-AMERIKA LINIE	On 20th August.
NAPLES, PLYMOUTH, HAYRE & HAMBURG	FLAVONIA	Ger. str.	k. w.	Winnberg	HAMBURG-AMERIKA LINIE	On 17th September.
TRIESTE &c. VIA SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	k. w.	Winnberg	MELCHERS & Co.	To-day, at 6 P.M.
DURBAN	HAERBURG	Ger. str.	k. w.	Winnberg	HAMBURG-AMERIKA LINIE	On 7th August.
NEW YORK	AUSTRIA	Aus. str.	—	A. Bileff	SANDER, WIENER & Co.	On 4th September.
NEW YORK	BELOPOLIS	Brit. str.	—	Martin	GIBB, LIVINGSTON & Co.	About 20th August.
NEW YORK	TUDOR PRINCE	Am. str.	—	McDougal	ARNHOLD, KARBURG & Co.	About 15th August.
BOSTON & NEW YORK	VELONA	Ger. str.	—	Dobronz	DOUGLAS & Co.	About 20th inst.
VANCOUVER VIA SHANGHAI JAPAN &c.	ABEIL LOUR	Am. str.	—	—	SHAWAN, TOMES & Co.	On 25th August.
VICTORIA (B.C.) & TACOMA, JAPAN	SATSUMA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 7th September.
CALLAO AND IQUIQUE, VIA JAPAN PORTS &c.	GHARKE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 14th September.
AUSTRALIAN PORTS VIA MANILA	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 1st Aug. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	MONTAGNE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 14th Aug. at Noon.
JAPAN	SHAWMUT	Am. str.	—	E. V. Roberts	TOTO KISEN KAISHA	Middle of August.
TIENSIN	CHONGSHING	Jap. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 3rd Aug. at 4 P.M.
TSINGTAO, NAGASAKI & VLADIVOSTOK	CHONGSHING	Brit. str.	—	W. von Eenden	MELCHERS & Co.	On 15th Aug. at Noon.
SHANGHAI VIA SWATOW	KOWLOON	Ger. str.	—	Jurriazee	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 6th Aug. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	HAERBURG	Ger. str.	k. w.	W. P. Baker	HAMBURG-AMERIKA LINIE	To-morrow, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	PAISI	Brit. str.	—	W. E. Sawyer	JARDINE, MATHESON & Co., Ltd.	To-day.
SHANGHAI, KOBE & YOKOHAMA	POLYMERIN	Fr. str.	—	C. W. Cockman, R.N.R.	MELCHERS & Co.	About 2nd August.
SHANGHAI, KOBE & YOKOHAMA	SHESU MARU	Jap. str.	—	Bree	MESSAGERIES MARITIMES	On 8th Aug. at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	MARORA	Brit. str.	—	M. Nemolo	OSAKA SHOSHEN KAISHA	About 8th August.
SHANGHAI, KOBE & YOKOHAMA	POTERDNIK	Dan. str.	—	G. H. C. Weston, R.N.R.	MELCHERS & Co.	Middle of August.
SHANGHAI, KOBE & YOKOHAMA	SLAVONIA	Ger. str.	k. w.	Winnberg	HAMBURG-AMERIKA LINIE	On 14th August.
SHANGHAI, KOBE & YOKOHAMA	TRANQUEBAR	Dan. str.	—	—	MELCHERS & Co.	End of August.
SHANGHAI, KOBE & YOKOHAMA	KASHING	Brit. str.	—	T. W. Pickard	BUTTERFIELD & SWIRE	On 2nd Aug. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	FURUSU MARU	Jap. str.	—	T. Ho	OSAKA SHOSHEN KAISHA	On 7th Aug. at 8 A.M.
SHANGHAI, KOBE & YOKOHAMA	DAIJIN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSHEN KAISHA	On 10th Aug. at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	HAITAN	Brit. str.	2 h.	J. S. Rutch	DOUGLAS LAIPRAK & Co.	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	KUICHOW	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI, KOBE & YOKOHAMA	YCHOW	Brit. str.	—	J. H. Brown	BUTTERFIELD & SWIRE	On 2nd Aug. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	KUICHOW	Brit. str.	—	H. A. Wavell	BUTTERFIELD & SWIRE	On 8th Aug. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YCHOW	Brit. str.	—	W. Lloyd Jones	BUTTERFIELD & SWIRE	On 7th Aug. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SEIKO MARU	Jap. str.	—	G. Nakao	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	FOCHOW	Brit. str.	—	T. Arthur	JARDINE, MATHESON & Co., Ltd.	On 2nd Aug. at Noon.
SHANGHAI, KOBE & YOKOHAMA	SIROAN	Brit. str.	—	Jameson	BUTTERFIELD & SWIRE	On 4th Aug. at D light
SHANGHAI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	P. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 2nd Aug. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	—	A. Fraser	SHAWAN, TOMES & Co.	On 8th Aug. at Noon.
SHANGHAI, KOBE & YOKOHAMA	YUAN	Brit. str.	—	A. Somerville	BUTTERFIELD & SWIRE	On 10th Aug. at Noon.
SHANGHAI, KOBE & YOKOHAMA	KAIFONG	Brit. str.	—	E. Almond	SHAWAN, TOMES & Co.	On 3rd Aug. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 3rd Aug. at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	TIJIN	Dut. str.	—	H. Koops	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	ONSANG	Brit. str.	—	Rose Cora	JARDINE, MATHESON & Co., Ltd.	On 3rd Aug. at 3 P.M.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI VIA SWATOW "KWONGSANG" Thursday, 1st Aug. 4 P.M.

FOR SHANGHAI VIA SWATOW "FOCHOW" Friday, 2nd Aug. Noon.

FOR SHANGHAI, KOBE & YOKOHAMA "FOCHOW" Friday, 2nd Aug. 3 P.M.

FOR SHANGHAI, KOBE & YOKOHAMA "KUTSANG" Friday, 2nd Aug. 4 P.M.

FOR SHANGHAI, KOBE & YOKOHAMA "KUTSANG" Saturday, 3rd Aug. 3 P.M.

FOR SHANGHAI, KOBE & YOKOHAMA "KUTSANG" Saturday, 3rd Aug. 3 P.M.

FOR SHANGHAI, KOBE & YOKOHAMA "KUTSANG" Tuesday, 6th Aug. 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single 85. Return 160.

Penang " 85. " 160.

Calcutta " 165. " 330.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,  
Hongkong, 31st July, 1907.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 3rd Aug. Noon.
RUBI	2540	R. W. Almond	Manila	On 10th Aug. Noon.

For Freight or Passage apply to  
SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 31st July, 1907. 15

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

SS. "ABERLOUR" On 23rd August.

For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 31st July, 1907. 16

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SOI RUDNIK" ...	Middle of August
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR" ...	End of August
COPENHAGEN and ST. PETERSBURG	"SOTRUDNIK" ...	Middle of Sept.

For Further Particulars, apply to  
MELCHERS & CO.,  
AGENTS.

Hongkong, 31st July, 1907. 9

## HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply fitted with fans, Laundry on Board. Doctor and Stewardsess carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HABSBURG	31st July
RHENANIA	1st September
HOHENSTAUFEN	1st October
SILESIA	2nd November

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAYRE & HAMBURG.

SCANDIA	7th August
HABSBURG	4th September
RHENANIA	4th October

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

HABSBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 31st July

SLAVONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Aug.

LIBERIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 26th Aug.

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SCANDIA	NAPLES, HAYRE & HAMBURG	7th Aug.
SAKONIA	HAYRE & HAMBURG	20th Aug.
HABSBURG	PLYMOUTH, HAYRE & HAMBURG	4th Sept.
SLAVONIA	HAYRE & HAMBURG	17th Sept.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamers. Saloon and cabin amidships. Lighted-throughout by electricity. Duty qualified Doctor and stewardess carried. Laundry on board.

## COAST SERVICE.

KOWLOON ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOK ... 2nd August

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
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SHAWMUT	9,006	E. V. Roberts	On 15th August.
TREMONT	9,006	T. W. Garlick	About 10th September.

I Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong, 31st July, 1907. 7

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"POLYNESIE,"

Captain Broz, will be despatched for the above Ports on or about MONDAY, the 5th August.

For Freight, or Passage, apply to  
G. DE CHAMPEAUX,  
Agents.

Hongkong, 31st July, 1907. 2

## COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEME, EGYPTE, MARSEILLES, LONDON, HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship

"TONKIN"

Captain Mouton, will be despatched for MARSEILLES, on TUESDAY, the 6th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
MARSEILLES, LONDON, and NYANZA	Capt. H. S. Bradshaw	About 31st July	Freight and Passage.
SHANGHAI, NAGASAKI, PALMA, MOJI, KOBE, and YOKOHAMA	Capt. G. W. Cockman, R.N.R.	About 2nd August	Freight only.
SHANGHAI	MARMORA	About 8th August	Freight and Passage.
LONDON VIA USUAL PORTS DELHI	Capt. T. H. Hido, R.N.R.	Noon, 10th August	See Special of Call.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 31st July, 1907.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN	"KUEICHO" .....	On 31st July, Noon.
SWATOW and SHANGHAI	"YOHOW" .....	On 2nd Aug., 4 P.M.
NINGPO and SHANGHAI	"KASHING" .....	On 2nd Aug., 4 P.M.
CEBU and ILOILO	"KALFONG" .....	On 3rd Aug., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU" .....	On 3rd August, 4 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SINGAN" .....	On 4th Aug., Daylight
MANILA	"TEAN" .....	On 6th Aug., 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG" .....	On 6th Aug., 4 P.M.
SWATOW, AMOY and SHANGHAI	"ICHANG" .....	On 7th Aug., 4 P.M.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
HONGKONG, 31st July, 1907.BUTTERFIELD & SWIRE,  
AGENTS.NORDDEUTSCHER LLOYD. BREMEN.  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" .....	Wedday 31st July, 4 P.M.
MANILA, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" .....	Thursday, 15th Aug., at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 31st July, 1907.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
FOOCHOW, A SWATOW, AND AMOY	"SEIKO MARU" .....	THURSDAY, 1st Aug., at 10 A.M.
TAMUOI VIA SWATOW AND AMOY	"DALIN MARU" .....	SUNDAY 4th Aug., at 10 A.M.
SHANGHAI VIA SWATOW, AND AMOY	"SHOSU MARU" .....	TUESDAY, 6th Aug., at 10 A.M.
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" .....	WEDNESDAY, 7th August, at 9 A.M.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings

Hongkong 31st July, 1907.

P. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.  
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA" 6,000	THURSDAY, 1st Aug. ...	19th Aug.
"MONTEAGLE" 6,183	WEDNESDAY, 14th Aug. ...	7th Sept.
"EMPRESS OF JAPAN" 6,000	THURSDAY, 29th Aug. ...	16th Sept.
"TARTAR" 4,425	WEDNESDAY, 11th Sept. ...	5th Oct.
"EMPRESS OF CHINA" 6,000	THURSDAY, 25th Sept. ...	14th Oct.
"ATHENIAN" 3,882	WEDNESDAY, 8th Oct. ...	2nd Nov.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 230; via New York 262.

Intermediate on Steamers ... 240, ... 242.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya, opposite Blake Pier.

6]

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

## JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	Second half of July	JAVA PORTS	First half of Aug.
TJILIWONG	JAVA	First half of Aug.	JAPAN	First half of Aug.
TJIMAH	JAPAN	First half of Aug.	JAVA PORTS	First half of Aug.
TJIBODAS	JAPAN	Second half of Aug.	JAVA PORTS	Second half of Aug.
TJIPANAS	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.
TJILATJAP	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 29th July, 1907.

Telephone No. 375.

19

## NOTICES TO CONSIGNEES.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "GHAZEE"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whences and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst. at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD.,  
Agents.

Hongkong, 29th July, 1907.

"SHIRE" LINE OF STEAMERS, LTD.

FROM MIDDLESBORO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE"

Capt. G. E. Warner, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 31st July, at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 25th July, 1907.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—

From London, &c., ex "Moldavia"

From Persian Gulf ex B. L. E. N. & B. P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 1st August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 25th July, 1907.

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"WIK"

Captain Carstens, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, 29th July, 1907.

1273

## NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"MARCELINUS"

Captain Lohrangel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, 29th July, 1907.

1274

2 to Ladies  
all the most  
beautiful  
women use  
**CREME SIMON**  
Jas. J. PATTI says: "I have found it very  
a good indeed."

SAVON + POUDRE SIMON  
PARFUMS  
J. SIMON,  
Chemists, Hairdressers, Perfumers and Store.

GRIMAUD & Co  
Medicinal Skin Soap  
RECOMMENDED BY EMINENT  
DERMATOLOGISTS AND ADOPTED IN  
THE PARIS HOSPITALS IN THE TREATMENT  
OF Ringworm, Acne, Psoriasis,  
Eczema and Skin diseases ge-  
nerally.

8, RUE VIVIERNE, 8  
Paris

## THE NEW FRENCH REMEDY

TRADE THERAPION MARK

THE THERAPION No. 1 is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 2** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 3** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 4** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 5** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 6** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 7** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 8** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 9** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 10** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 11** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 12** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 13** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 14** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

**THERAPION No. 15** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

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**THERAPION No. 19** is a remarkable medicine, which removes all the charges from the system, especially the impurities of the blood, and is the most effective remedy for the treatment of the following diseases:—

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## POST OFFICE NOTICE

The *Polynesien*, with the French mail of the 5th July, left Singapore on Monday, the 29th instant, at 8 a.m., and may be expected here on or about Monday the 5th August. This packet brings replies to letters despatched from Hongkong on the 1st June.

FOR	PER	DATE
Quang Chow Wan, Hoibow, Pakhoi and Hanchow	Hue	Wednesday, 31st, 9.00 A.M.
Shanghai, Kobe and Yokohama	Hankow	Wednesday, 31st, 9.00 A.M.
Singapore, Colombo and Bombay	Tientsin	Wednesday, 31st, 10.00 A.M.
Singapore, Chefoo and Tientsin	Yokohama	Wednesday, 31st, 11.00 A.M.
Shanghai, Moji and Kobe	Hankow	Wednesday, 31st, 1.00 P.M.
Macao and Nanchang	Hankow	Wednesday, 31st, 1.00 P.M.
Singapore	Hankow	Wednesday, 31st, 3.00 P.M.

KRONE, AT, India via Taticorin	Print, Ludwig	Wednesday, 31st, 4.00 P.M.
Singapore, Taticorin and Quinhone	Print, Ludwig	Wednesday, 31st, 4.00 P.M.

Hankow	Hankow	Thursday, 1st, 9.00 A.M.
Singapore, Amoy and Foochow	Hankow	Thursday, 1st, 9.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama & Seattle	Hankow	Thursday, 1st, 11.00 A.M.
Singapore, Amoy and Foochow	Hankow	Thursday, 1st, 1.00 P.M.
Macao and Nanchang	Hankow	Thursday, 1st, 1.00 P.M.
Singapore and Shanghai	Hankow	Thursday, 1st, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Print, Ludwig	Thursday, 1st, 4.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail)	Print, Ludwig	Thursday, 1st, 4.00 P.M.
Extra Postage 10 cents	Print, Ludwig	Thursday, 1st, 4.00 P.M.

Xouchow	Hankow	Friday, 2nd, 11.00 A.M.
Macao	Hankow	Friday, 2nd, 1.00 P.M.
Shanghai, Yokohama, Kobe, and Moji	Hankow	Friday, 2nd, 3.00 P.M.
Manila	Hankow	Friday, 2nd, 3.00 P.M.
Ningbo and Shanghai	Hankow	Friday, 2nd, 3.00 P.M.
Singapore and Shanghai	Hankow	Friday, 2nd, 3.00 P.M.
Malacca, Cheribon, Samarang, Sourabaya and Macassar	Hankow	Friday, 2nd, 4.00 P.M.

## LYSSEN'S "STAR BRAND" FINEST DUTCH CHEESE.

UNSURPASSED IN QUALITY.

TO BE HAD AT ALL THE STORES IN THE COLONY

WHOLESALE AND RETAIL.

Sole Agents—

H. RUTTONJEE &amp; SON.

WINE AND PROVISION MERCHANTS.

Hongkong, 28th July, 1907.

## TO-DAY

The Fandmann Opera Co. Theatre Royal, City Hall, 9 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS

July 30th.

ON LONDON.—	2 1/2
Telegraphic Transfer	2 1/2
Bank Bills, on demand	2 1/2
Bank Bills, at 30 days' sight	2 1/2
Bank Bills, at 4 months' sight	2 1/2
Credits, at 4 months' sight	2 1/2
Documentary Bills, at 4 months' sight	2 1/2
ON PARIS.—	1 1/2
Bank Bills, on demand	1 1/2
Credits, at 4 months' sight	1 1/2
ON GERMANY.—	2 1/2
on demand	2 1/2
ON NEW YORK.—	5 1/2
Bank Bills, on demand	5 1/2
Credits, at 30 days' sight	5 1/2
ON BOMBAY.—	10 1/2
Telegraphic Transfer	10 1/2
Bank, on demand	10 1/2
ON CALCUTTA.—	16 1/2
Telegraphic Transfer	16 1/2
Bank, on demand	16 1/2
ON SHANGHAI.—	18 1/2
Bank, at sight	18 1/2
Private, 30 days' sight	18 1/2
ON YOKOHAMA.—	10 1/2
on demand	10 1/2
ON MANILA.—	10 1/2
on demand	10 1/2
ON SINGAPORE.—	10 1/2
on demand	10 1/2
ON BATAVIA.—	13 1/2
on demand	13 1/2
ON HATPHONG.—	11 1/2
on demand	11 1/2
ON SAIGON.—	11 1/2
on demand	11 1/2
ON BANGKOK.—	6 1/2
on demand	6 1/2
ON HONGKONG.—	8 1/2
on demand	8 1/2
ON SHANGHAI.—	10 1/2
on demand	10 1/2
ON YOKOHAMA.—	10 1/2
on demand	10 1/2
ON KOBÉ.—	10 1/2
on demand	10 1/2
ON NAGASAKI.—	10 1/2
on demand	10 1/2
ON KYUSHU.—	10 1/2
on demand	10 1/2
ON HANKOW.—	10 1/2
on demand	10 1/2
ON TIENTSIN.—	10 1/2
on demand	10 1/2
ON PEKING.—	10 1/2
on demand	10 1/2
ON SHANGHAI.—	10 1/2
on demand	10 1/2
ON YOKOHAMA.—	10 1/2
on demand	10 1/2
ON KOBÉ.—	10 1/2
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ON TIENTSIN.—	10 1/2
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